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FastTrack

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Short Track U.S. Nationals

Mike Skinner
Returns to Bristol's
Victory Lane



Stephen Nasse
Conquers the
Colosseum in
the Super Late
Model Feature

What is the Answer?

In case you missed it, Kyle Busch won Sunday's race at the Pocono Raceway to give car owner Joe Gibbs nine victories in 14 races this year.

Since this has become a weekly occurrence, it's time to move onto other things. After all, how many different ways can you describe the same thing?

Whatever momentum NASCAR seemed to grab a week earlier at the Charlotte Motor Speedway clearly evaporated at Pocono. The grandstands were embarrassingly empty. And except for the first couple laps following restarts, lead cars often were separated by more than a football field.

So what's the problem?

Ty Dillon thinks race day needs to be a lot more than fast cars and corporate mentions.

"We need for the college kids to sit by the track, listen to a concert, and watch the race," Richard Childress' grandson said. "We need multiple dimensions of entertainment at our sport. We've got to get them here because once they get here, they love our sport. Our sport is incredible. It's one of the best live sports there is."

Stick and ball sports have gone in that direction, too. There has been a greater emphasis on party decks and luxury boxes at modern stadiums and arenas. There are swimming pools and cabanas where the Jacksonville Jaguars play, and a stingray petting pool for the Tampa Bay Rays.

The Atlanta Braves have a playground with a climbing wall, zipline and carnival games, as well as a gluten-free concession stand.

One of the biggest changes in NASCAR's attendance has been the loss of weekend fans. Except for a few who can afford to spend three or four days at the track in a motorhome, most fans don't have the interest or disposable income for travel, hotels, meals and tickets for practice, qualifying, Xfinity and Gander Outdoors Truck series races and Sunday's main event.

Studies show the majority of fans live within three hours of the track, and they drive to and from the race on the same day.

Dillon believes NASCAR needs to win back weekend-long fans. To make that happen, a race weekend needs to be more like a festival.

"So, taking out stands doesn't need to be seen as a negative," he said. "We've just got to find an approach to keep whether it's standing room or a party deck or like at Indy where they have, I think it's the 'pit' or something. We need to do that everywhere and not just confine our fans to sitting in the stands.



DON COBLE

"As a young person myself, you go to concerts and parties and people want to move around. They want to see different angles and it's the way that the mind is kind of growing with the younger ages. You've got to be able to entertain them at multiple levels so,

if they can move around to different parts of the track and it's more of an open atmosphere."

No track captures the non-racing atmosphere better than Talladega Superspeedway with its backstretch campground, "The Big One on the Boulevard." It a party zone, complete with Jell-O pools, wet T-shirt contests and pudding wrestling, where chaos and debauchery have been known to make the most-hardened Mardi Gras veteran flinch.

Backstretch bleachers at Charlotte, Atlanta and Texas have been replaced by motorhome lots that overlook the track. Kansas also has motorhomes along its backstretch, while most tracks now have motorhome lots with premium views in the infield.

But it's not cheap.

A 20-foot by 40-foot RV spot for next year's Daytona 500 costs \$3,000. And with that, you get two infield tickets. Additional tickets are \$350 each.

For that kind of money, Dillon thinks it's time to end the tradition of going to many tracks twice a year. A single race is special. After all, there's only one Super Bowl a year.

"Our sport doesn't need to go to the same tracks the same weekends, I think, every weekend every year," he said. "I think we've got to give new opportunities. I know it's a promotion thing, but I think we've just got to keep finding new ways and not be afraid to make some mistakes or take risks in developing our sport and growing it."



Kyle Busch wins at Pocono with a very long lead and a less than full house watching. (JONATHAN FERREY/GETTY IMAGES photo)

NASCAR also needs to target a younger audience, Dillon said. And that means making the sport easily accessible on mobile devices.

"I was watching a Braves game, and their target audience is 50-60, who watch the actual channel on TV," Dillon said. "But on their live-streaming app, their target age base has dropped 20 years. It's 40. So, streaming on your phone has got to be big. You've got to use your platforms the way we can.

"We have a sport that we can put people inside the car, and we've got to use it. We've got to use it to our advantage. We've got to use some kind of communication

to put a driver communicating to a fan from inside the race car during the race. Whether everybody complains about it or not, it's going to take us to another level as far as the future goes."

But eventually, a racing weekend has to be more than a party deck, carnival ride, smartphones and tiki huts. It has to be about racing.

Which takes us right back to where we started – one organization winning on a regular basis. Unless everyone else in the garage area catches up, there are no easy fixes.

Or momentum.

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Skinner, Nasse Claim Major Victories at The Third Annual Short Track U.S. Nationals at Bristol Motor Speedway

BRISTOL, TN - NASCAR veteran Mike Skinner led a parade of winners Saturday at the third annual Short Track U.S. Nationals at Bristol Motor Speedway.

Other main feature winners of the major short track race included Super Late

Model rising star Stephen Nasse, Kentucky driver Chuck Barnes Jr. in Street Stock who completed the three-peat and Indiana native Tom Gosser, who finally grabbed a Bristol trophy in Compacts.

Former NASCAR Truck Series champ Skinner earned the Pro Late Model 100-lap victory after passing defending JEGS Pro Late Model Series champ Jack Dossey III on lap 42. From there he cruised to the victory at The Last Great Colosseum.

Skinner avenged his Bristol loss from last year, where he tangled with a lapped car and crashed out of the race early after leading a bunch of laps.

Skinner, who won the pole with a quick lap of 14.939 seconds, nearly got collected in an early race crash after the field was inverted, but managed to avoid most of the mayhem. His No. 5 machine suffered minor damage to the brakes, but his team managed to put a band-aid on the problem during the two following cautions.

Once the car was repaired, Skinner started from the back of the field and put on an amazing driving display as he worked his way through the field, weaving through traffic on the famed all-concrete high banks. Once he closed in and was clear of Dossey III, he pulled away from the field and marched to the checkered flag.

"I ran through the debris after that crash a few laps in and it tore the brake master cylinder off it," Skinner said. "I just told the boys don't panic and we'll get it fixed. We were blessed with a couple of cautions right after that and they were able to get the thing back on there and I didn't even want to look at it. I knew we had a fast hot rod and we'd be OK if we could get it back on the track."

Prior to this victory, Skinner's only Bristol victory came in a Truck

Series race in 2005. Now, he has some additional Gladiator hardware to add to his collection.

"I love this sword," Skinner said. "If Bristol Motor Speedway gave me a bottle of soda for winning a race I'd put it in my trophy case. That's how much it means to me to win a race here."

Jake Garcia finished third and was followed by rising stars Mandy Chick and Mason Keller to complete the top five. Last year's winner, local favorite Josh Reeves from nearby Abingdon, Va., started 19th and finished ninth in his No. 96 Wealth Lopez Management machine.

In the 100-lap Super Late Model race Nasse recovered from a loose wheel early in the race and reeled in Casey Roderick in dramatic fashion during the closing laps to take the victory. Nasse felt the loose wheel and decided to pit to correct the problem, but in doing so he gave up track position. However, he charged from the back of the pack in an impressive 60-lap jaunt to retake the lead with four laps to go.

"We came from the back to the front and put on a great show for the fans," said Nasse, who celebrated the victory with his parents and young nephew. "It was a great night for our family for sure."

Nasse, who set a BMS track record for quickest lap with a qualifying best of 14.526 seconds, says this is one of the biggest victories of his young career.

"It's right up there for sure," Florida native Nasse said. "I won last week at a track that's five minutes from my house so that was a big one for my family, but winning here, it's Bristol, baby, and that's all you need to know."

Roderick held on to finish second, while Steve Wallace, son of NASCAR legend Rusty Wallace, was third. Josh Brock and Anthony Sergi completed the top five.

Nasse said he got an on-track visual assist from Wallace in the early laps when he and his team suspected that he had a loose tire.

"I felt a vibration and Steve came up beside my car and let me know that it was wobbling," Nasse said. "Without his help we probably wouldn't be here right now and would've had a wrecked race car."

In Street Stock, Barnes took the



Mike Skinner has not lost his joy of winning as shown above after he won the Pro Late Model portion of the Short Track U.S. Nationals at Bristol. (RANDALL PERRY photo)

lead with 20 laps to go and never looked back, taking his third straight victory in this event. He started eighth in his No. 44 machine and worked his way up through the field. His car got better as the laps wore on and a late caution bunched the cars up for one final restart with five laps to go. Barnes got a great jump on the final restart and held off his father, Chuck Barnes Sr. at the finish line.

"In the past Brett Hudson led all the laps and we came in at the end and took the win, but this year we tried to set our car up to run better the entire race and we were able to do that," Barnes said. "It's awesome to win here again, and to finish one-two with my dad makes it real special."

Hudson finished third, Skeeter Crum was fourth and Jeff Lane rounded out the top five in Street Stock.

In Compacts, Gosser led all but three laps to finally grab a Gladiator trophy and sword at BMS. After

contending for the victory the last two seasons, Gosser came up short both times. Tonight, however, he wouldn't be denied.

"We finished second last year and ran well the first year here and should've won that one too," Gosser said. "This is Bristol and it's on every short track racer's list of places they want to win. Our car was running great this weekend and we felt like we had a good shot at winning. We've been close here a couple of times, so it feels good to finally get it done."

Justin Brown finished second and was followed by Todd Metz Jr., Terry Eaton Jr. and Gosser's brother Trent, who completed the top five.

In the earlier transfer races, Shawn Smith of Louisville, Ky. won the 25-lap Street Stock B feature; Reuben Fetty of Milton, WVa. claimed the 20-lap Compact C feature; and Jeremy Mitchell of Louisville, Ky., claimed the 25-lap Compact B feature.

Kyle Busch Cruises to Second Straight Pocono Victory

With a dominating performance at a track he has learned to love, Kyle Busch cruised to his fourth Monster Energy NASCAR Cup Series victory of the season in Sunday's Pocono 400 at Pocono Raceway.

Busch led a race-high 79 of 160 laps—including the final 21 after a cycle of green-flag pit stops—in collecting his second straight win at the 2.5-mile triangular track and his third overall, all three of which have come in the last four events after years of frustration at the Tricky Triangle.

With his 55th victory in the series, Busch tied NASCAR Hall of Famer Rusty Wallace for ninth on the career win list. Next above him is the late Dale Earnhardt, who won 76 races. It was the ninth triumph in 14 races this season for Joe Gibbs Racing, equaling the organization's total from 2018.

"I just can't say enough about everybody at Joe Gibbs Racing," Busch said in Victory Lane. "Every-

body that works there works so hard to build these awesome Camrys... We've had an amazing roll this year here so far. We've been doing well.

"We feel like we've kind of given away a couple of wins that we thought we had a shot for, but overall, it's been awesome to get back to Victory Lane here. Pocono's been a struggle, but it's a lot better now."

Not even a late caution on Lap 147, when Ricky Stenhouse Jr. pounded the outside wall in the Tunnel Turn, could interrupt the flow of Busch's race. After the subsequent restart on Lap 152, the No. 18 JGR Toyota gradually pulled away from Brad Keselowski, who shot past Erik Jones into the runner-up position on the restart.

Busch crossed the finish line 2.224 seconds ahead of Keselowski's No. 2 Team Penske Ford. Jones held the third position, followed by Chase Elliott, who recorded his fifth consecutive top-five result. Clint Bowyer completed the top five.

On an earlier restart on Lap 73, Bowyer charged past Busch into

the lead, but two laps later, Busch surprised the Stewart-Haas driver with a pass to the outside in Turn 3. That move was emblematic of the superiority of Busch's car throughout the race.

"I passed one guy on the outside of Turn 3, and that was the only guy I needed to pass, I guess," Busch said. "It was hard otherwise. We kind of got stuck back in traffic a little bit earlier in the race, like in fifth or sixth, and couldn't really do anything."

The stellar work of Busch's over-the-wall crew, however, gained positions on pit road.

"Overall, my guys on pit road were awesome and picked up some spots there," Busch said. ("Crew chief) Adam Stevens and some of his race calls got us up closer to the front. Cool to get a win at Pocono again."

It also helped that Busch's closest competition, Kevin Harvick, had to serve a pass-through penalty for a tire violation, after the right front that came off the car rolled out of

the No. 4 Ford's pit stall during a two-tire stop on Lap 123. A broken steering box compounded Harvick's problems and relegated him to a 22nd-place finish.

Keselowski got the best possible finish out of a car that wasn't the equal of Busch's.

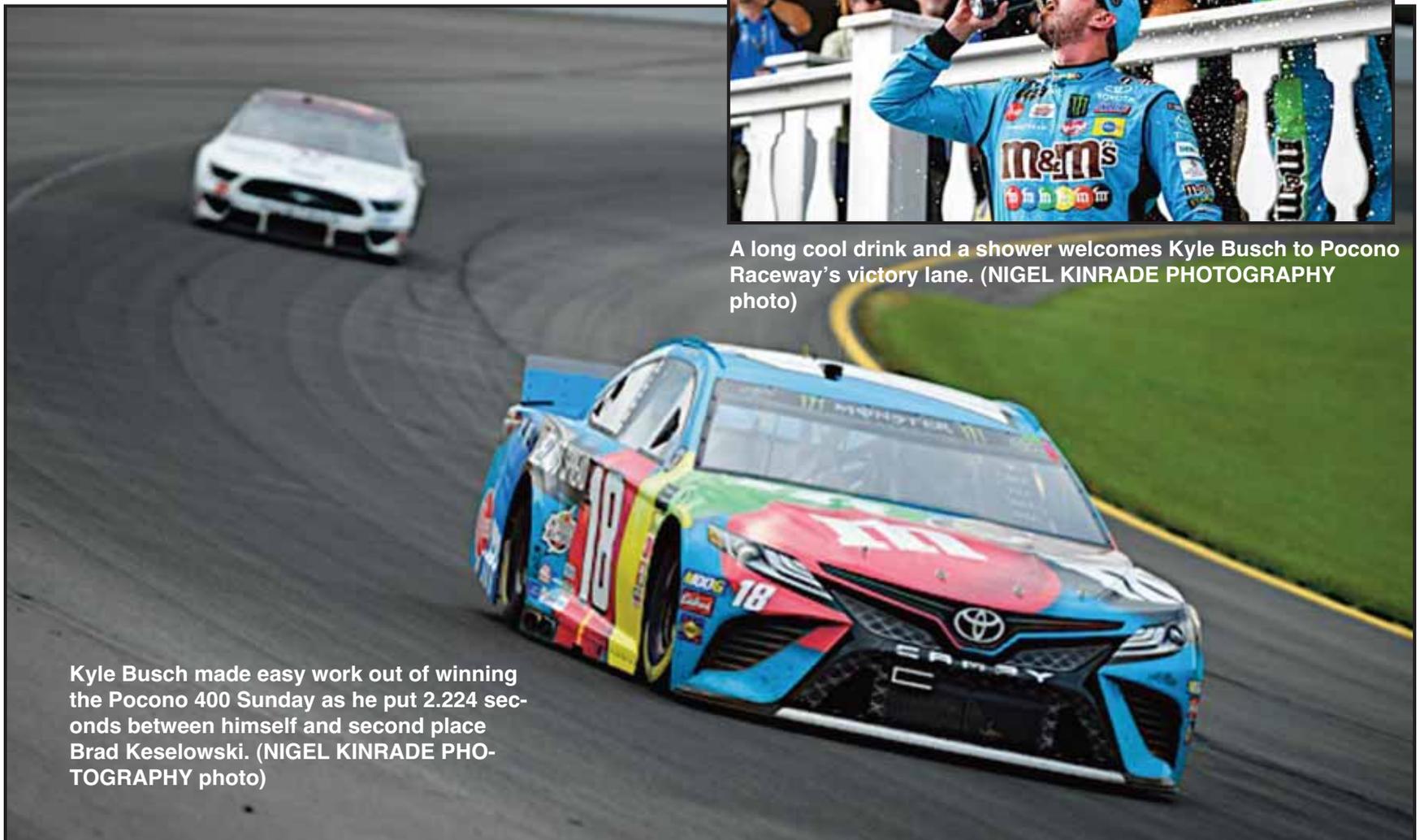
"We didn't have speed enough to pass guys, but we could run with them," Keselowski said. "I think we had a pretty good Wabash Ford. We wanted a little bit more to be able to pass everybody, but you had to be so much faster that you just try to execute the best you can and hope things fall the right way.

"They fell decent, just not good enough to win today."

Denny Hamlin, Joey Logano, Daniel Suarez, pole winner William Byron and Aric Almirola completed the top 10. Kyle Larson won the first two stages but cut across the nose of Bowyer's Ford and bounced off the wall near the exit from Turn 1 late in the race. Larson finished 26th, one lap down.



A long cool drink and a shower welcomes Kyle Busch to Pocono Raceway's victory lane. (NIGEL KINRADE PHOTOGRAPHY photo)



Kyle Busch made easy work out of winning the Pocono 400 Sunday as he put 2.224 seconds between himself and second place Brad Keselowski. (NIGEL KINRADE PHOTOGRAPHY photo)

Last-Lap Pass Gives Cole Custer Dramatic NASCAR Xfinity Win at Pocono

Cole Custer led 59 laps from the pole and, at one point in Saturday's Pocono Green 250, held a lead of more than 13 seconds, but it took a pass through the final corner in overtime for

the driver of the No. 00 Stewart-Haas Racing Ford to win his third NASCAR Xfinity Series race of the season.

Series leader Tyler Reddick had grabbed the lead from Custer moments after the overtime restart on Lap 102. Custer gave chase and, one lap later, took full advantage in Turn 3 at Pocono Raceway when Reddick failed to hold the bottom of the track entering the corner.

Winning for the first time at the 2.5-mile triangular track and for the fifth time in his career, Custer crossed the finish line .226 seconds ahead of Reddick's No. 2 Richard Childress Racing Chevrolet.

Reddick had started the race from the rear of the field because of a transmission change and later rallied from a pass-through penalty for an outside tire violation on his next-to-last pit stop to claim the runner-up spot and extend his series lead to 76 points over fifth-

place finisher Christopher Bell.

On the final restart lap, Reddick pushed Custer clear of third-place finisher Chase Briscoe in the top lane, then shot to the bottom of the

the pole in eight previous tries, had the winning gambit planned as the cars approached Turn 3 for the final time.

"I was just able to kind of force a mistake a little bit trying to pack air on him," Custer said. "It was a fun end of the race. I had my downshift planned right there. I wish I didn't have to do it like that, but it probably made it exciting."

Ultimately, a tight handling condition contributed to Reddick's undoing and prevented him from holding the inside line in the final

but lost track position in Stage 2, thanks to a variance in strategic calls by other teams. Justin Allgaier took the Stage 2 victory, but his race fell apart when he spun in Turn 1 seconds after a Lap 98 restart to force the overtime.

By then, Custer had reclaimed the lead on Lap 85 during an exchange of green-flag pit stops and had pulled away to a lead of 13.620 seconds before Austin Cindric's Ford slipped in the Tunnel Turn and sent Jeffrey Earnhardt's Toyota spinning.

Cole Custer enjoys his time in Pocono Raceway's victory lane after winning the Pocono Green 250 Saturday afternoon. (NIGEL KINRADE PHOTOGRAPHY photo)



track and cleared Custer's Mustang through Turn 1. The move took Custer by surprise.

"Tyler gave me a real run for my money there," Custer said. "I have no idea how he made it stick on that restart on the bottom, passing me. But he did. He was unbelievable on the brakes at the end."

But Custer, who hadn't won from

corner.

"I tried to really get it stopped and make sure I covered the bottom," Reddick said. "We just fought tight over the last half of the race. Thought we had a really good restart, got by Cole, but I was too tight out front in clean air. I just got loose in Turn 3 and gave it back."

Custer won Stage 1 wire-to-wire

That caution bunched the field and gave Reddick, Briscoe, Bell and fourth-place finisher Ryan Preece a chance to fight for the win.

In the end, however, it was Custer who prevailed in the fastest car—despite Reddick's gutsy ploy in Turn 1.



Overtime restart seemed calm until Tyler Reddick (2) shot down from the outside lane to pass Cole Custer (00), but Custer overcame the surprise to go ahead and win the race. (NIGEL KINRADE PHOTOGRAPHY photo)

Chase Cabre Scores First Career Win at Memphis

MILLINGTON, TN - Chase Cabre is finally a winner in the NASCAR K&N Pro Series.

In his 33rd career race, after two full seasons behind the wheel and three runner-up finishes, the Tampa, Florida native earned his first career victory in the Memphis 150 presented by Auto-Zone.

Upon climbing out in Victory Lane at Memphis International Raceway, Cabre struggled to comprehend what he'd accomplished after two plus years of trying.

"I'm so damn pumped up," he said with an infectious smile. "It's been a long time coming. Three years and coming up second a handful of times, it's so good to come out on top. My crew gave me a good car, I'm really thankful for the opportunity. God's a good man and finally brought us home a win today."

Cabre became the eighth different driver from the NASCAR Drive For Diversity Driver Development Program to win a NASCAR K&N Pro Series East race. He gave Rev Racing, which has fielded the competition team for the program since 2010, its 20th win.

The move that ultimately turned out to be the winning one came on the restart following the second scheduled break. Cabre dove inside of Sam Mayer, made contact with the No. 21, who subsequently shot up the track into polesitter Max McLaughlin.

Cabre didn't look back from there, surviving one more restart and a charge from Ty Gibbs to earn the victory.

"I saw an opening and I'm not going to back out of that thing," he said.

"You gotta go for it. There's no stopping. In this series, you can't wait. I knew how hard it was to pass and I tried to make an opportunity when there was an opportunity. Stuck it in there, left the nose there, let them come down on it and came out on top. It is what it is, we'll go onto the next one. But I'm going to celebrate right now."

Gibbs finished runner-up for the second straight race (also the second of his career). His DGR-Crosley teammate Tanner Gray came home third, with Mayer and

Derek Kraus rounding out the top five.

McLaughlin, Drew Dollar, Todd Gilliland, Brittney Zamora and Parker Retzlaff, making his series debut, completed the top 10.

Kraus maintains the championship points lead by two over Sam Mayer, while Cabre moved into a tie for third with Gray. They're both 12 back of Kraus.

The Memphis 150 is scheduled to be broadcast on NBCSN on Wednesday, June 5 at 6 p.m.

The next K&N Pro Series West event will take place on Saturday, June 15 at Thompson Speedway Motorsports Park.

Doug Coby Dominates For Third Win of Season at Seekonk

SEEKONK, MA - Doug Coby seems to be back in prime form.

The five-time NASCAR Whelen Modified Tour champion returned to Victory Lane for the third time in the first six races of the season on Saturday at Seekonk Speedway. Coby started from the pole, and although he was passed early by Matt Hirschman, the Milford, Connecticut, driver wasn't going to be denied.

He dominated the Seekonk 150, scoring his 27th career Whelen Modified Tour win and second at the Massachusetts third-mile.



Doug Coby dominated the Seekonk 150 at Seekonk Speedway, scoring his third win of the young season. (Adam Glanzman/NASCAR photo)



It was pure elation from Chase Cabre in Victory Lane, as he won his first career K&N Pro Series East race at Memphis. (Nigel Kinrade/NKP, NASCAR photo)

"I think obviously we are establishing ourselves as a really dominant car at all different size tracks," Coby said.

"We have been on our game and picked up our game everywhere (compared to last year). It's a long season, and we just need to make sure we keep learning if we are going to be the ones to keep winning races."

Coby's dominance was clear throughout the entire day. Although he was fourth in practice, Coby showed the speed under the hood of the No. 2 Mayhew Tools Chevrolet in qualifying, scoring his third

Mayhew Tools Dominator Pole Award of the season.

Once the green flag dropped, it was Coby's race to lose. After he passed Hirschman for the lead on lap 15, the veteran never looked back. Coby now has four top five finishes in six starts at Seekonk.

"I want to start on the front row here anytime I can," Coby said. "You can just get out front and if you made the right adjustments like we did, and you can get out front, you can ride around out front and wait for every caution. I was running three 50 lap races in my head. At the end of each 50, I was just trying to get the end of the next 50."

Defending series champion Justin Bonsignore started eighth, but made moves through the front of the field and finished second. After winning the Seekonk 150 last year, Bonsignore found himself chasing Coby in the final laps, but couldn't quite get the run he needed to get back to Victory Lane.

Craig Lutz was third, scoring his second podium finish of the season. Ron Silk continued his early success with a fourth-place finish, while Timmy Solomito scored his first top five since Riverhead Raceway last September, in fifth.

Chris Pasteryak was sixth, followed by Anthony Nocella, Matt Swanson, Patrick Emerling and Andrew Krause.

The Seekonk 150 will air on NBCSN on Wednesday, June 5 at 7 p.m.

The NASCAR Whelen Modified Tour returns to the track for the Thompson 125 at Thompson Speedway Motorsports Park on Wednesday, June 5.

Two In A Row For Ty Majeski

Ty Majeski (No. 22 Crestliner Ford) scored his second consecutive ARCA Menards Series victory in come-from-behind fashion in Friday's General Tire #AnywheresPossible 200 at Pocono Raceway. Majeski trailed race leader Riley Herbst (No. 18 Monster Energy/ORCA Coolers/Terrible

Herbst/Advance Auto Parts Toyota) by nearly twenty seconds prior to the only caution of the afternoon but was able to stay in contact with him after the race went back green. Majeski was able to get off pit road quicker than Herbst with 12 laps remaining and was able to lead the rest of the way for the win.

"It's all about being with the right people," Majeski said. "Being with Chad Bryant and Paul Andrews has been incredible. They have put together a great team and the guys all work hard to make days like today happen."

Majeski credited his final pit stop and the way he worked through lapped traffic for his win.

"Coming to pit road I thought I could have gotten a little more, but I maximized my speed," he said. "I came into the box hot and got out pretty good. I knew it was going to be tough for the 18 to match that. I

saw him leaving his pit and knew he would have to use the apron in turn one and I had a good head of steam going."

"You don't want to catch the lapped cars at the wrong time," he said. "I tried to back myself up so I caught the lapped cars at the right time and it really helped."

"Any seat time is good seat time," Majeski said. "I don't have a lot of seat time compared to some of the guys that are younger than I am. To be able to run races two weeks in a row is huge for me. We really hit it off well."

Herbst dominated the first 68 laps of the day, leading by nearly twenty seconds before the caution waved for Bobby Gerhart's stalled car. Once the race went back green, Herbst still led but Majeski was able to stay in contact, under one second behind. Herbst led as they came to the pits, Majeski on lap 67 and Herbst on lap 68, but Majeski was able to make up time and steal the lead as Herbst exited pit lane.

"I wish it was the fall race when it's only 60 laps," a dejected Herbst said. "We freed it up a lot and I couldn't get the throttle down off one one and three. He closed up there at the end and we put two tires on at the end and swung for the fence but I couldn't make a run on him."

"The 18 car has finished second a lot this season," he said, referring



Ty Majeski celebrates in victory lane after winning at Pocono Raceway, his second consecutive ARCA victory. (arcaracing.com photo)

to the second-place finishes for the team with himself driving at Talladega and Ty Gibbs driving at Pensacola and Toledo. "That's good for the owner's standpoint but I am here to win races and prove myself for the other ranks and I didn't do that today."

Christian Eckes (No. 15 JBL Audio Toyota) finished third but had an adventurous day.

"We lost brakes with about 25 laps to go," Eckes said. "We had a fast car but we fought balance all day. We took some swings and it and put ourselves in position to make a run at it but we lost a lot of time on pit road without any brakes."

Raphael Lessard (No. 28 Thermal-Bois Cabinets Chevrolet) finished fourth and Bret Holmes (No. 23 Holmes II Excavation/Southern States Bank Toyota) rounded out

the top five.

Championship leader Michael Self (No. 25 Sinclair Lubricants Toyota) fought an alternator issue that resulted in an eleventh-place finish.

Practice for the VizCom 200 at Michigan International Speedway is slated for 8 am ET on Friday, June 7, followed by General Tire Pole Qualifying at 12 noon, with the 100-lap, 200-mile race slated to go green shortly after 6 pm ET. The race will be televised live on FS1. ARCA for Me members can access free live timing & scoring, live track updates, and live chat for all on-track sessions at ARCARacing.com. New users can register for free with a valid email address at ARCARacing.com/login. For ticket information log on to MIS-[peedway.com](http://www.mis-peedway.com) or call 888-905-7223.

An advertisement for Five Star RaceCar Bodies Ultraglass. The background is a blurred image of a white and red race car (number 7) on a track. The text "ULTRAGLASS" is written in large, stylized, red and white letters across the top. To the right, it says "DESIGNED TO WIN!" in yellow. Below that, a yellow banner reads "BODY PANELS THAT DEFLECT 300% FURTHER BEFORE BREAKING=LESS DEBRIS ON THE TRACK!". In the bottom right corner, it says "THE DIFFERENCE IS QUALITY!" and provides the website "www.FIVESTARBODIES.com" and phone number "262.877.2171". There is also an ISO 9001:2008 Quality Certified logo. A quote from Casey Roderick is visible: "CASEY RODERICK CHOOSES FIVE STAR!".

Hall Makes it Two Straight PASS North Super Late Model Victories at OPS

OXFORD, ME - Garrett Hall of Scarborough drove to his second Pro All Stars Series Super Late Model victory of the season Sunday afternoon in the 150-lap main event at Oxford Plains Speedway.

Hall started 12th on the 30-car grid and again methodically worked his way into contention with plenty of racecar at his disposal when it was time to get the job done. When it was time to go Hall was ready, and usually able to make progress in the low groove once finally moving into the top five with his Norm's Used Cars-sponsored machine.

Barre, Vermont racer Nick Sweet, who has been incredibly quick at OPS this year in the Gary Clay-sponsored Eric Chase 40, tried to chase down Hall after getting past Ray Christian III late in the race but came up .47-seconds short under the checkered flag.

Christian led more laps than anyone else in the 150-lapper, at times holding a tremendous lead, but he couldn't hold back Hall, who had won from 20th starting position at OPS earlier this year. But a third-place finish wrapped up a fine two-

trophy weekend in Oxford for the Connecticut invader.

All-time OPS great and still-active Hall of Famer Mike Rowe of Turner raced with the frontrunners all afternoon and was fourth across the finish line. Manchester's Reid Lanpher, who was one of the early race leaders, hung on to post a top-five finish.

Hall and the Blackpoint Motorsports team moved to the top of the Pro All Stars Series North Super Late Model championship standings with the victory. DJ Shaw, who entered the race 33 points ahead of Hall, was relegated to a 30th-place finish with a reported parts failure.

Last year's Super Late Model track champ, Gabe Brown of Center Conway, New Hampshire, just missed out on a top five, followed closely by current OPS Super Late Model points leader Curtis Gerry of Waterboro. Eddie MacDonald of Rowley, Massachusetts was eighth, followed by Northfield, Vermont teenager Evan Hallstrom and Bobby Therrien of Hinesburg, Vermont.

Uncasville, Connecticut's Christian, Ben Rowe of Turner, Maine and defending series champion DJ Shaw won 15-lap Super Late Model heat races to set the grid for the 150-lap main event.

Spencer Morse of Waterford



Garrett Hall is all smiles in victory lane after racing to the win at Oxford Plains Speedway, his second of the season. (Norm Marx photo)

raced to his first PASS Mods victory of the season, outrunning recent first-time winner Jarriet Harrison of Freeport to the checkered flag. Morse, a second-generation PASS Mods racer and son of multi-time OPS Limited Sportsman track champion Richie Morse, started seventh and battled eighth-starter Harrison on their way into contention.

Morse and Harrison were comfortably first and second under the checkered flag. They were joined on the podium by Patrick Sullivan of Poland. Tyler King of Gray made his first start in a PASS Mod and posted an impressive fourth-place finish after lining up in 12th position. Last year's championship run-

ner-up, Gary Shackford of Center Conway, NH, rounded out the top five.

Colby Meserve of Buxton won a 25-lap race for Legends Cars.

The next event for the Pro All Stars Series Super Late Models is the Hopkins Milling & Paving 150 at Speedway 95 in Hermon, Maine, scheduled for 1:30 p.m. on Sunday, June 16 at Speedway 95 in Hermon, Maine. The next event at Oxford Plains Speedway is a Budweiser Championship Series show featuring a 50-lap Super Late Model race on Saturday, June 8 at 7:00 p.m. For more information visit oxfordplains.com, proallstarsseries.com or call (207) 539-8865 for more information.

2nd Annual 'Over the Edge Charlotte' Set for Sept. 24-25

CHARLOTTE, NC - Coming off the excitement of the 60th running of the Coca Cola 600 in Charlotte, The NASCAR Foundation and NASCAR Hall of Fame Foundation today announced the return of the innovative, second annual "Over the Edge Charlotte" fundraising

event, set for Sept. 24-25.

Tuesday, Sept. 24 is designated as "VIP Day" featuring celebrity participants rappelling 100 feet down the side of the Embassy Suites Charlotte Uptown - with the NASCAR Hall of Fame as the backdrop.

Wednesday, Sept. 25 is "Individ-

ual Rappel Day" and is limited to the first 130 people raising \$1,000 in support of their rappelling; registration is available on-line at OverTheEdgeCharlotte.org.

One of those celebrities electing to traverse - in reverse - the 10-story hotel is current Monster Energy NASCAR Cup Series driver Matt DiBenedetto, who also took part last year. He has also enlisted his wife Taylor to join him on a fundraising team.

"Last year my wife Taylor signed me up for the event without me knowing, initially because I'm afraid of heights," DiBenedetto said. "But the event is for a great cause, so I couldn't say no.

"It helped me a little bit with my fear of heights. The building was tall enough to be scary but still

short enough for me to follow-through and not chicken out. This year, I'm making Taylor do the event with me since she's scared of everything."

This year's event follows a highly successful 2018 debut when nearly 100 rappellers - including seven current NASCAR drivers - raised nearly \$200,000.

Rusty Wallace, a NASCAR Hall of Fame inductee and a member of The NASCAR Foundation's board of directors, is another returning rappeller who has participated in the Foundation's rappelling events in both Daytona and Charlotte.

"This return of Over the Edge gives us another opportunity to impact the lives of a lot of kids right here in the Charlotte community, through The NASCAR Foundation and NASCAR Hall of Fame Foundation," Wallace said. "It's great to see friends like Matt join us again this year, and we look forward to having many others involved as this event grows."

In addition to DiBenedetto and Wallace, confirmed VIPs include former NASCAR Cup Series Champion Kurt Busch, NASCAR Xfinity Series driver Jeremy Clements and Charlotte radio personality Woody, from 106.5 The END "Woody and Wilcox" show.

Proceeds from Over the Edge Charlotte will be targeted specifically to provide resources to children battling pediatric cancer through The NASCAR Foundation's Speediatrics Children's Fund and to provide scholarships to students in the Charlotte area to participate in the NASCAR Hall of Fame STEM education workshops through the NASCAR Hall of Fame Foundation.

The Embassy Suites Charlotte Uptown is the event's Building Partner.

Members of the Charlotte community are encouraged to join the cause, by registering at OverTheEdgeCharlotte.org to begin fundraising.

Shane Stewart Beats Brent Marks for Music City Outlaw Nationals Win in Thrilling Show

Among the music halls and concert venues of Nashville, there was no bigger stage than the World of Outlaws NOS Energy Drink Sprint Car Series' Music City Outlaw Nationals at the Nashville Fairgrounds Speedway Saturday

night.

Thousands of buoyant fans filled the grandstand. Spotlights gleamed off the brown clay quarter-mile oval surface. The prize, a guitar shaped trophy, \$25,000 in winnings and the pride of making history; becoming an inaugural Music City Outlaw Nationals champion.

That kind of stage can birth a star. Rejuvenate a career.

Coming up on almost a year since winning a race, that's exactly what Shane Stewart needed.

His winning performance Saturday night showed it. In spectacular fashion, the Oklahoma-native claimed his first win of the season with his new CJB Motorsports team and his 34th career World of Outlaws win.

"Big stage, big win for this team," Stewart said.

With one win during the 2018 season, Stewart was released from his ride with Kyle Larson Racing at the end of the year. At the same time CJB Motorsports parted ways with its then driver, David Gravel – a pairing that never finished worse than third in points together.

The two paired together for the 2019 season, starting the season off strong in Volusia by leading laps and finishing second in the opening race. From there on out, races of disappointment and wins that could have been.

It was a scenario Stewart almost had to cope with again.

With a pinch of luck, Stewart's team drew an early Qualifying order position, leading to the No. 5 car being second fastest to Brad Sweet's track record breaking 14.083 sec. time. Stewart then went on to win his Drydene Heat race and finish second in the DIRTVision Fast Pass Dash – putting him on the outside pole for the 30-lap Feature.

Throwing his car around the tight

turns of the quarter-mile track, Stewart took the lead on the first lap of the Feature and put distance between he and second-place lap after lap. His early run was cut short by Daryn Pittman spinning and bringing out the caution on Lap two.

On the restart, Stewart set sail again. Behind him, though, lurked another driver just as eager to return to Victory Lane.

In the early stage of year, Brent Marks missed two Features and didn't find the top-10 until the tenth race of the 2019 season. The Myerstown, Pa.-native earned his first top-five during the first round of the Music City Outlaw Nationals Friday night and was poised to do better on night two.

Marks methodically charged his way from fourth to second by Lap five. Two laps later, he found himself to the outside of Stewart down the front stretch. The two went side-by-side into turn one. Marks high. Stewart low.

Stewart slid up the track in turn two, allowing Marks to dart underneath him exiting the corner. But before he could complete the pass, a caution came out for several cars tangled in turn four.

Marks showed his hand. Stewart now knew there was no cruising to a win. The battle was on.

When the race went back green, Stewart stuck to the high side, while Marks ran low. The red No. 19 car showed its nose to Stewart turn after turn. Until Lap 11.

Marks finally found enough traction on the bottom of turns three and four to pull past Stewart for the lead. He cleared the No. 5 car the next corner, but Stewart wasn't ready to watch another potential win slip away. He launched his car around the outside of Marks through turns three and four and charged back to the lead.

Marks then returned the move by throwing his car to the bottom of turn one and sliding up in front of Stewart in the center of the turn. Stewart cut underneath Marks, but couldn't find enough traction to challenge Marks again for the position.

Marks was on his way to a historic win.

Lap traffic soon became an obstacle, though. Stewart kept Marks



Shane Stewart celebrates in victory lane after winning at Nashville Fairgrounds Speedway on Saturday night. (woosprint.com photo)

in his crosshairs, giving the Pennsylvanian no room for error while the track slicked up each lap.

With nine laps to go, Marks misjudged his drive into turn one around the outside of a lapped car and hit the cushion. His error allowed Stewart to dart past him and reclaim the lead, again.

The win wasn't his, yet. Marks stayed close behind and with three laps to go Sweet made it a three-horse race for the win, challenging Marks for second. And even though Stewart reclaimed the lead, he knew it was going to be a battle to keep it.

"I don't think I had the best car, but I knew once we got in to lap traffic, I had to be patient," Stewart said. "I knew the bottom was going to be key."

Stewart cautiously slid his car to the bottom of the track each turn and eased back on the throttle off of it, leaving no opening for Marks to make a run. He did that with fine-tuned precision, leading to a standing ovation by the crowd as he soared past the checkered flag.

"It's special," Stewart said about the win. "Being the inaugural race here at Nashville. So many people here that came out to support the World of Outlaws, which is really cool to see. Just a big win. I don't know where it ranks, but it's up there for sure."

For Marks, he was left meandering by his car, contemplating what could have been. But he still had fun.

"It actually was a lot of fun," Marks said. "I thought the track was in real good shape there for the Feature and made it racy for us. Sort of took a little bit of rubber there toward the end. It wasn't like lock down rubber, so when you're

following lap cars around and keep hearing people behind you because obviously everybody is so close, you've got to try to outsmart them.

"Another good thing to do is put a lap car between them. That's what I tried to do and just caught the wall the wrong way."

Sweet, who finished third said he hopes to continue to build momentum with his team. He cut a small chuck out of Donny Schatz's points lead, now sitting 48 points behind the reigning champion in second.

UP NEXT: The World of Outlaws will make its next trip on Tuesday, June 4, to Fairbury Speedway in Fairbury, Ill. for the FVP Platinum Battery Showdown.

As always, you can catch all World of Outlaws NOS Energy Drink Sprint Car Series action on DIRTVision.com. For tickets and more information, go to www.WorldofOutlaws.com.

Schatz Wins First Night of Music City Outlaw Nationals

NASHVILLE, TN - Ballads of broken hearts and dirt roads are ingrained in Nashville's history. On Friday night, a new hit was written during the inaugural World of Outlaws NOS Energy Drink Sprint Car Series Music City Outlaw Nationals at the historic Nashville Fairgrounds Speedway.

It's intro, an impassioned announcer filling ear drums with a four-wide call. It's verse, thunderous 900-hp Sprint Cars shaking a packed grandstand for 30 laps. And its coda, a jubilant Donny Schatz exhaling a single "Woo!" from the

(Continued Next Page)

Continued...

top wing of his car with the checkered flag in hand and glimmering confetti floating around him.

"Anytime you go anywhere new it's always good to get a win," said 10-time Series champion Schatz, after claiming his 286th career win. "We're in an awesome market that we've never been to before. It's great to win the inaugural race here."

Schatz became the first World of Outlaws driver to win on the quarter-mile Nashville Fairgrounds Speedway track, which is an asphalt track that was covered with about seven million pounds of dirt to accommodate the Series.

The Tony Stewart/Curb-Agajanian Racing driver didn't just conclude the ballad of the historic race, he was the bridge – the turning point of the night that made fans' eye lids widen and heart rate increase.

He built to that point of the night by first winning his Drydene Heat race and drawing the third starting position for Feature.

From there he had to find his way around polesitter Bill Balog and outside polesitter Brad Sweet – who sits runner-up in points to Schatz – in order to claim the first night of the Music City Outlaw Nationals doubleheader.

On the first lap, Schatz worked his way under Sweet by hugging the bottom of turns one and two, clearing the Kasey Kahne Racing car before the next turn. The battle was then between the northerners – Fargo, N.D.-native Schatz and Wisconsin resident Balog.

Schatz rode the low line throughout the night, keeping a light right foot on the throttle around the tight slick track. Balog stayed a lane above the bottom, finding enough grip to stay ahead of the reigning Series champion, but not enough to increase the distance between them.

The duo reached a hoard of lap traffic by Lap nine – a scenario typically tightening the battle for the lead. However, Balog was able to use the traffic to his advantage. At times Schatz would close the gap, but with each lap car Balog passed he put a car length between he and Schatz.

Then on Lap 14, caution. Schatz was brought back to being inches

away from the yellow No. 17B's bumper.

When the race resumed, Balog didn't give into the pressure. He maintained his lead and put about a two-car length distance between he and Schatz.

A song of Balog's second career Series win. Then the bridge.

With nine laps to go, Balog lost traction off turn four, exiting the corner sideways. By the time he straightened out the car, Schatz was there. His winning performance was over.

Schatz slid past Balog for the lead in turn one. Balog attempted to sneak underneath Schatz exiting turn two, but Schatz shut the door, briefly touching his left rear tire with Balog's right front.

"We probably tightened it up too much," said Balog, who ended up third. "But... leading some laps with the World of Outlaws is pretty awesome. It was disappointing, I made a couple of little mistakes and you can't do it with them guys. They're going to get you."

His mistake allowed Schatz to click off laps in the lead until reach The race was building to be the ing the checkered flag – picking up his third win of the season.

Sweet followed Schatz passed Balog to finish second, but with the No. 15 car finishing one spot ahead of him, Sweet remains second in points, now with a 52-point deficit.

Behind the podium, Brent Marks earned his first top-five of the season, finishing fourth, and Sheldon Haudenschild found his way back into the top-five, finishing fifth, after a tough month of May that saw him miss four Features in a row.

Schatz is also looking to build off his Nashville win to turn his team's consistent run of top-five finishes into consistent wins.

With the air strumming of his newly earned metal guitar trophy in Victory Lane and \$15,000 prize winnings, Schatz wrote a new ballad into Nashville's history books. A ballad of heart break. A ballad of dirt roads. And a ballad of outlaws. The World of Outlaws in Nashville.

Kyle Larson Claims WoO Win at Lawrenceburg

Kyle Larson versus Christopher Bell. It's a tale that's been told many times, in many ways.

But Larson's World of Outlaws NOS Energy Drink Sprint Car Series victory Monday night at Lawrenceburg Speedway may be the most enticing tale of them, yet. And controversial.

Or as Larson put it, "It was a heck of a race."

The stage was set at the DIRTVision Fast Pass Dash draw. Larson drew the second-place starting spot. Bell drew the pole. Behind them, an abundance of fast World of Outlaws stars, such as two-time winner at the speedway, Shane Stewart, and 10-time Series champion Donny Schatz.

Bell dominated them all in the Dash. He was three-tenths of a second quicker than Larson and ended the eight-lap race more than two seconds in front of him. Larson's runner-up finish placed the two NASCAR stars back on the front row for the 35-lap Feature.

Larson versus Bell. Again.

This chapter of the tail usually ends in Bell's favor, though. During the Turkey Night Classic midget race last year, Bell beat Larson for the second consecutive year. And earlier this year, Bell denied Larson his first Chili Bowl Nationals win by passing him late in the race to claim his third Chili Bowl win in-a-row.

Larson also had to cope with defeat during the first night of the World of Outlaws Patriot Nationals race at The Dirt Track at Charlotte on Friday. After dominating the majority of the Feature, a late race mistake allowed Giovanni Scelzi to slip by the 2019 NASCAR Cup Series \$1 million All-Star winner and roll into Victory Lane.

Bell and Larson were hungry for another win.

However, Stewart looked to spoil the NASCAR party in the early stage of the race by charging to second on the first lap and keeping pace with Bell – making it an Oklahoma-native shootout at the front.

No one could touch Bell, though. Once the No. 39 Swindell Speed-Lab car clicked off laps on the high side of the 12-degree banked track, he out paced Stewart every lap. Larson was mired in third-place watching another potential victory drive away.

However, cautions came to Larson's rescue. With 19 laps to go, Sheldon Haudenschild spun directly in front of Bell, bringing out the second caution of the night – the first being early in the race for Spencer Bayston breaking a rear end.

On the restart, Larson rode the cushion through turns one and two and carried enough momentum to throw a slide job underneath Stewart the next corner. Coming off turn four, the two made contact. Both kept control of their car, but it was to the benefit of Larson. He se-

cured second-place, while Stewart eventually faded to fourth-place after an intense battle with Schatz for third.

From there, Larson seemed destined for another runner-up finish. There was no catching Bell.

Then came Lap 27. Bell slid up into the cushion in turn two, throwing his 27 laps of domination out the window. In the second it took Bell to correct his car, the white No. 57 was there. Larson torpedoed his car underneath Bell in turn three and cleared him through the center of the turn.

Bell charged back, getting a run to the outside of Larson down the front stretch. This was it. This was the battle fans waited at the edge of their seat for.

Side by side going into turn one, both were committed to their line. Bell pressed to the cushion. Larson a lane below. The two were close enough to grab each other's steering wheel. Then, those fans at the edge of their seat left them.

The hard racing between Larson and Bell resulted in the black No. 39 jumping the cushion and spinning through the air before tumbling to the center of the turn. Bell's night was over.

"I'm not sure what happened into (turn) one there," Larson said after the race. "He probably didn't know exactly where I was going. He thought I might slide myself or what, and I think I just entered in a spot that put him in a bad spot and he probably got tight on the cushion."

From Bell's point of view, "I didn't run him over, but I didn't have an option."

"My car was really fast," a dejected Bell said. "The thing was the best I've ever been here, for sure. Thank you to Kevin and Jordan (Swindell) for allowing me to drive their car. So, bumme we didn't win."

Larson said he didn't feel any contact between the two of them.

"It was unfortunate on his part to wreck," Larson said. "It would have been a good battle for the fans, but at the same time it's always nice when you don't have to battle Chris for a win because he's so good."

There were still seven laps to go, and Larson now had Schatz and Scelzi lurking behind him. But once the race went back green, Larson put a period on the night charging to his seventh career Series win.

Larson versus Bell. It's a tale that's been told many times and will continue to be told for years to come.

This time, though, Larson won.

Sheppard Bags Win #8 of the Season

No other track the World of Outlaws Morton Buildings Late Model Series has visited so far this year has been able to display the true rocket-like speed of the "Rocket Shepp" Brandon Sheppard quite like Lancaster Motor Speedway did in its Series debut on Saturday night. Sheppard and his blazing speeds around this big half-mile in the Morton Buildings Feature propelled him to his eighth win of the season and 45th overall, granting him sole ownership of third-place on the all-time World of Outlaws Feature wins list.

But this win did not come without great pressure from a flock of Carolina favorites behind him. Finishers two-through-six were made up of entrants from either of the Carolinas, and they certainly gave Sheppard a run for his money early on.

Ben Watkins (Lancaster, SC) jumped to the early lead, just under two hours after qualifying seventh overall and winning his first career Drydene Heat race. Lap after lap, Watkins pounded the cushion and stayed clear of the pressure that trailed him. Until lap 21...

Coming to the start/finish line to complete the 21st circuit, it appeared as though Watkins' tires had seen enough of the high side, as he shredded a right-rear tire and brought out the caution.

"We were married to the top side, and I felt like I had a pretty good car," he said. "Our tire choice was pretty comparable to everybody else's. Not sure if we just got into some debris or something."

Just three laps earlier, the same heartbreak struck then-runner-up Brandon Overton, as he also blew a right-rear chasing down Watkins. While Overton was unable to return after his tire expiration, Watkins made repairs and came back for a 14th-place finish. Despite his unfortunate outcome, Watkins was all smiles after the race and was proud of the laps he led and the opportunity he got to race against the Outlaws in front of his very present home-track fan base.

"This is my hometown crowd, and they definitely back the hometown boys good here," Watkins said in high spirits. "I love stepping

up and racing with these national [tour] guys, showing how good we can do too."

With the race's original leader now out of the picture, the lead fell right into the hands of the Rocket1 Racing ride. Sheppard had worked his way around Chris Madden, Johnny Pursley and another South Carolinian, Michael Brown, for the second spot just before Watkins' tire blew. His efforts in the first 20 laps proved to be all that was necessary to get the locals behind him. However, keeping them back there was another story.

It took a lot of mark-hitting to stay smooth, but Sheppard, as he's done so many times before, drove a great race out front to get the job done once again on a track he was not too familiar with.

"It was a lot of fun out there," Sheppard said. "Track's really big, it's a lot different than anything else we've ever raced on, for sure. It was definitely cool to do something a little bit different like that, and it's a lot of fun when your car is that good."

With a few cautions scattered throughout the race, Sheppard was able to keep it in clean air for most of the way. Strategically, he chose to stay away from the top groove, seeing how others had been using up their tires on the high side.

"My car was really good and maneuverable around the middle-bottom," he said. "I went up and ran the top just for a couple laps and I felt like I was wheel-spinning real hard. If I did that too many laps in-a-row, I'd really overheat my right-rear tire."

Clover, SC's own Ross Bailes made one special effort to claim

second on Saturday night, battling with Johnny Pursley for most of the race and then Michael Brown in the final laps to claim the runner-up spot.

"Johnny and Michael were racing really hard, it was honestly fun to watch," Bailes said. "But I knew while they were racing hard that they were using up their tires. So I just stayed right around the bottom and tried to get through there."

After a few cautions, Bailes' car seemed to be getting faster, as he reeled in Michael Brown inside the final ten laps and, with five to go, made the pass down the backstretch to seal the deal. From that point, Bailes was a man on a mission to try and catch Sheppard, but the deficit was just too large.

"Once I got by Michael, I was able to run down Brandon a little bit. But I don't think I would have gotten by him if the race went any longer," Bailes said.

In the end, Bailes and the rest of the Barry Wright Race Cars house team bagged yet another podium finish in their first year of partnership. This certainly looks good on them right now, with plans to head to the Dirt Late Model Dream at Eldora Speedway next weekend, and Bailes would certainly love to have a good showing in what will be his debut at "The Big E."

"This just shows how good their car is," Bailes said. "We've been several places this year and won on hooked-up, slick, everything. I think we've got a really good piece and I'm looking forward to the rest of the year."

At the beginning of the week, "Downtown" Michael Brown said he wanted nothing more than to finish well against the Outlaws in front of his hometown crowd. And with his solid third-place finish on Saturday night, he certainly did just that.

"We're tickled pink," Brown said with a big smile on his face. "I'm thankful for my crew and the opportunity to drive for [car owner] Billy Hicks. This means a lot for us to have a good showing with the World of Outlaws. All the local guys were pretty stout tonight. That means a lot, not only to me, but to all the locals."

Bailes said he didn't think that if the race went any longer, he would have caught and passed Sheppard. With around ten laps remaining, Brown was supposed to be the man to try and do that, but a going-soft right-rear tire prevented his advances. When the #79 crew removed it from the hub to get tire samples after the race, it was completely flat.

"I noticed with about 10 or 11 laps to go that I started wheelie-ing a little bit getting into turns one and two and into three," Brown said. "I knew something wasn't right, and with about five laps to go, it started vibrating really bad. That's when I knew I had a tire going down. I just thank the lord that we made it to the end and got a good finish."

The Outlaws get next weekend off from Series competition, but most will make the trip into Rossburg, OH for the 25th running of the Dirt Late Model Dream at Eldora Speedway. Keep it locked to the World of Outlaws and DIRTcar Racing Twitter/Facebook channels on June 6-8 for all of the updates from the weekend's events.

Overton Gets Second WoO Win in Series Debut at Cochran Motor Speedway

COCHRAN, GA - The first track debut of the season for the World of Outlaws Morton Buildings Late Model Series went very well on Friday night. Warm weather, a great crowd, no threats of rain, a racy track surface... it just all seemed to come together. The same goes for home-state hero Brandon Overton, who picked up his second World of Outlaws win of the year at Cochran Motor Speedway over Chase Jung-hans and Ricky Weiss.

Overton's night started out well and ended even better. Laying down a lap of 13.781 placed him third overall in Qualifying, and a win in Drydene Heat #3 set him up for an outside-pole redraw effort. But starting to his inside was a man the Outlaws have seen so many times in that position already this season...

Brandon Sheppard owned the
(Continued Next Page)



Brandon Overton raced his way to victory lane at Cochran Motor Speedway, his second series win of the season. (Paul Arch photo)

Continued...

first half of the night's events, picking up the PFC Brakes Fast Time Award, winning Drydene Heat #1 and redrawing the pole. Early on in the Morton Buildings Feature, it was looking as though Sheppard was going to have his eighth win in 13 races, but Junghans and Overton had other plans.

Sheppard caught the rear of the field on lap 14 with Junghans

right on his tail. Junghans, who started behind Overton, had been closing the gap for several laps and drove the car deep into turn one. He stayed with the low line out of turn two while Sheppard hit the cushion, and they both drag raced down the backstretch.

Using the O1 car of Travis Pennington as a pick, Junghans was able to slide under Sheppard for the lead. For the next 14 laps, Junghans held a strong lead, until he caught lapped traffic himself with Overton (who passed Sheppard on lap 18) within a single car length behind.

Overton pulled up alongside Junghans going into turn one and held the bottom line, while Junghans followed Clint Smith on the top. Casey Roberts came out of turn two on the low side but slid up into the middle groove going down the backstretch, which prompted Junghans to try and thread the needle into turn three between Overton and Roberts. His attempt was unsuccessful, and Overton got the best of both cars, holding the low line through the corner to take the lead.

"I knew if I could beat [Junghans] to the brown [part of the track] and just get stuck, I could probably get ahead of him," Overton said. "It was tight racing but neither one of us wrecked each other. I just got the position and stayed as close to the brown as I could, got a good run and just tried not to overrun the corners after that."

That move proved to be the one that won the race, as "Big Sexy" led the final 21 laps to pick up the fifth Morton Buildings Feature win of his career.

"I finally feel excited to be back racing," he said. "Everyone's getting along really good right now. It just took us a little while to figure out what everybody wanted, what Harold [Holly, Rum Runner Racing

crew chief] wants to see. I'm just really happy about the whole deal, it's finally coming together."

Indeed, Overton is glad to be back in Victory Lane. He started off the 2019 season with a win at Screven Motor Speedway but fell off a bit in the races that followed, as he posted only one top-10 finish over his next seven starts with the Outlaws. The new partnership between he and car owner Joey Coulter brought about immediate success and new challenges to overcome. And overcome Rum Runner Racing has, as the Schaefer Racing Oil #2 put on a show Friday night and made quite a statement win.

"It's taken a lot of lows for us to finally click," Overton said of the relationship with his new crew chief. "I couldn't be in a better situation as far as car owners go. Me and Joey get along really good. His parents are awesome, they love racing, and I hope I stay here for a long time."

This win marks the second in his home state of Georgia with the Outlaws. Overton grew up racing on many tracks similar to Cochran, and he feels that "home field advantage" really played a role in his success over 50 laps.

"I didn't look at the racetrack all night. I didn't look at it before I hot lapped, before I qualified or before I went out for the feature," he said. "When I rolled up for the feature, that was the first time I looked at it. I think just knowing where the groove's going to go to and if it's going to move around, it's a big advantage."

After Overton made the move for the lead, Junghans was able to hold onto second for his fifth top-five of the season. After starting off 2019 with four top-5s in the first seven races, he did not post another until Friday night. Junghans credits he and the crew's hard work and resilience to get things right with the setup.

"We're definitely going in the right direction with our car," he said. "We've been struggling lately. We changed a bunch of stuff the last couple weeks and have been working hard on it, and it's definitely showing."

Junghans said he knew the adjustments were working when he saw he was gaining on Sheppard early on.

"[Sheppard's] car's been really good this year," he said. "When we fired and I was keeping up with him, I was thinking 'oh, we've got something now.'"

Lapped traffic seemed to play quite a bit of a role in where the

leaders finished this race, as both passes for the lead were made in the middle of it.

"I knew because my crew guy was signaling to me that [Overton] was getting close," Junghans said. "It was like a hornet's nest with all of those lapped cars. I would go high and one of them would go high, then I'd go low and another would go low, it was kind of a roadblock for us."

Headingley, Manitoba's Ricky Weiss had a strong night inside the top 5, scoring his second straight finish on the podium at a track he had previously not seen.

"Our car's in one piece, it was a great points night, and they say we were catching [the top two] at the end, so that's always a plus," Weiss said.

His move to get around Brandon Sheppard came on lap 35. Another lapped car got in Sheppard's way and Weiss, who had been chomping at the bit for several laps, was able to throw a slidejob to snag the position. His only regret was that the race went caution-free.

"We had a pretty good battle there," Weiss said. "I was really hoping for a caution once I got around him just to see what I had for the leaders, but it didn't pan out that way."

Lernerville Gets Set to Host the 13th Edition of The Firecracker 100

Lernerville Speedway. The full pit area. The charity kickball game. The fans, full of patriotism. The party and concert. And, of course, "The Most Powerful Late Models on the Planet."

It's almost time for the Firecracker 100.

Last year, Michael Norris and Chris Madden each picked up a preliminary feature victory before Madden scored a \$30,000 payday in dominating fashion to claim his first Firecracker 100 championship.

At the time, it was Smokey's fourth win of the season as the pilot of the Barry Wright Race Cars house car.

In Victory Lane, Madden said that weekend was the first time that season the team had brought one of Barry's cars to Lernerville, and they just needed to get 100 laps under their belt.

By the time Saturday night's finale was over, Madden had led a total of 120 laps around the track and bested the field twice over a three-day pe-

riod. Expect the defending champ to back up that stellar performance this year, as he is hungry, more now than ever, to get a win with the Outlaws in what would be his first since Selinsgrove Speedway last season.

Another seasoned veteran of the tour who's no stranger to success at Lernerville is Shane Clanton. The 2010 Firecracker 100 winner also picked up a preliminary feature win in 2015, but he hasn't been able to get back to victory lane at the Sarver, Pa. track since. But this year, with he and Madden's new partnership driving Capital Race Cars, things are different. And "The Georgia Bulldog" is ready for his experience to pay off once again.

"We should have won it in 2015," Clanton declared. "We had the best car and just ran second to Rick Eckert. Hopefully, we can make the right adjustments this year and be up front."

Clanton has a long history with Lernerville, visiting the venue every year with the World of Outlaws since his debut on tour in 2005. And it still stands as one of his favorites.

"The first time I went there, I thought it was one of the coolest places," Clanton said. "Overall, it's just a fun atmosphere, the whole weekend. If you like going to a certain place and you have fun, I find you generally have success there."

2014 was quite a magical year for three-time Series Champion Darrell Lanigan, as he dominated the World of Outlaws circuit by stacking up a then-unprecedented 17 feature wins in a single season. Two of those wins came on Firecracker weekend, which stand as his only two wins there. He, similar to Clanton, is awaiting his experience to pay off, as he'll chase his second Firecracker 100 title this June.

"It's a neat place to go to and a nice place to race at," Lanigan said. "The racing's three-four-wide all night long. Plenty of fans, plenty of activities and things to do around the event, so I really enjoy going there."

The field takes the green flag in the 13th annual Firecracker 100 in just three weeks' time, June 20-22. Tickets are on sale now at worldofoutlaws.com/tix or by calling 844-DIRT-TIX.



Cummins Collects Season Win Number Three with MSCS

PARAGON, IN - Friday night the Brandeis Midwest Sprint Car Series made the first of three scheduled appearances at the Paragon Speedway for this season. The result was a feature race with challenges continuing lap after lap until all 25 laps were completed.

The suspense added to the excitement.

Battles developed throughout the field, and the competition for the top spots heated up. The need for three yellow flags took care of minor incidents but did not effect the intensity of the racing. When the green reappeared so did the competition.

Kyle Cummins started seventh on the field. He was running in sixth at the halfway point but moved up to fifth on the next lap. The pursuit was on. Travis Berryhill had led the first 11 laps after a strong start. Dakota Jackson's successful challenge gave him the lead for the next 10 laps. Cummins began making all-out efforts using the top of the 3/8 mile track, and surged by both Jackson and Brady Short on the backstretch to take the lead.

The Rock Steady sprint driven by Cummins was headed to victory as only 3 laps remained. The Princeton, IN, driver took his third MSCS feature win if the season. It was the 15th of his MSCS career. It moved him up to third in all time wins for drivers competing in the series.

The race for second place would be decided on the last lap. Veteran campaigner Brady Short would make one final effort to take the runner-up spot from Dakota Jackson. The two raced out of the fourth turn and towards the finish line with equal determination. Jackson would collect the second place money in one very close finish. A.J. Hopkins and Travis Berryhill rounded out the top five.

Jadon Rogers led a second five in the feature that also included Jordan Kinser, Dave Darland, Joe Stornetta Jr., and the tenth running Shane Cottle. Kinser was among the top five most of the feature. Stornetta received the \$100 Certified Rentals Hard Charger Award

for the second time this season. He advanced eleven spots after starting in the last row. Shane Cottle won the B Main in which drivers were seeking one of the final five transfer spots to the A. In addition Aric Gentry received the Wilwood Tuff Brakes Award in finishing eleventh in the A Main.

The three preliminary heat races were captured by A.J. Hopkins, Dakota Jackson, and Jordan Kinser. For this particular MSCS event, group qualifying was not held. Heats were lined up based on the pill draw at registration. The first heat race winner drew a 6 at the redraw which then put Travis Berryhill on the pole to start the feature.

The second appearance scheduled at Paragon Speedway for the Brandeis Midwest Sprint Car Series will be on July 4th. Next up for MSCS will be the SUMMER SHOWDOWN on June 8 at Tri-State Speedway in Haubstadt, IN which will pay \$5,000 to win the feature.

Cummins Captures The Memorial Weekend Classic

HAUBSTADT, IN - The feature race Sunday night at Tri-State Speedway lived up to its name, The BRANDEIS Midwest Sprint Car event would conclude as advertised - a Memorial Weekend Classic. Kyle Cummins of Princeton, IN, was on the move and would be the victor. It was his second MSCS win in two opportunities to race at Tri-State Speedway this season.

Kyle Cummins started the evening by setting the fastest overall time during group qualifications. The Princeton, IN, driver followed that initial effort with a winning performance in the third heat race with Stephen Schnapf his closest rival. The two would match speeds again during the feature. Schnapf led the early portion of the event with Cummins in hot pursuit. He kept the pressure on in the Rock Steady 3R and completed the task with a pass midway through the race.

C.J. Leary and Kevin Thomas Jr. advanced to finish second and third in the feature. Schnapf held fourth place at the finish. Carson Short moved up 13 positions to finish fifth. The superb effort was tops for

the field thus the defending series champion was the Certified Rentals Hard Charger of the race.

Robert Ballou also made a charge from the back of the field in finishing sixth. Ballou needed a long visit to the work area after being involved in the incidents in turn three on the first lap of the original start. It was the first of at least 4 caution flags needed during the feature. Critter Malone was seventh followed by Donny Brackett, Dakota Jackson, and Brady Short. Kendall Ruble picked up the Wilwood Tuff Brakes Award.

Three heats and a B Main were held during the BRANDEIS Midwest Sprint Car Series preliminary events. Team mates Kent Schmidt and Chase Stockon won the first two heats with Cummins the victor in the final heat. Collin Ambrose of Owensboro, KY, was the winner in the B Main which consisted of a 13 car field.

UMP Modified driver Brandon McDowell swept that portion of the racing program Sunday night. He turned in the fastest time with a 15.672 seconds lap as one of the drivers qualifying in the first group. He then won the first heat race in a close duel with Dustin Beck. The 25lap feature also became a final contest between McDowell and Beck. McDowell took the victory. That was the first feature win for McDowell at the speedway this season. Will Krup finished third behind Beck. The modifieds driven by Michael Hussman and Jason Kibby rounded of the top five. Krup had won the second heat held during the preliminary events.

Cody Trammel drove the 34T numbered mini sprint to victory in the MMSA feature. The 20 lap event provided the closest main event finish of the night. Brad Strunk was just two seconds behind in finishing second. Jeff Schindler was third. Dylan Moan and Keith Langley were next as 11 of the 22 starters finished on the lead lap. Heat races went to winners Jaylon Mills, Brad Strunk, and Ethan Rutherford.

The entire racing program was completed following noon time and mid afternoon showers. The track crew evaluated the situation, made the call, and then quickly prepared the track so racing could go on as scheduled.

The next event booked for Tri-State Speedway is one of the top dollar MSCS

shows of the season. The Summer Showdown is scheduled for Saturday June 8th. It will pay \$5,000 to win the BRANDEIS MSCS feature. The UMP Modifieds and MMSA Mini Sprints will also be competing in the program.

Kevin Thomas Jr. Tops at Lincoln Park Speedway

PUTNAMVILLE, IN - The Memorial Day Weekend Special at Lincoln Park Speedway attracted 40 sprint car teams. But there could only be one winner. The winner was Cullman, Alabama, driver Kevin Thomas Jr. Thomas was at the wheel of his own DRC sprint car sponsored by Grainger and B & H Contractors.

The 25 lap feature would have just two leaders. Robert Ballou, who won the Josh Burtom Memorial at Bloomington Speedway the night before, took the lead at the outset from the pole position. He finished the first lap ahead of Dave Darland. Carson Short moved into contention for the lead on lap 2 only to have Thomas overtake him on lap 8. Thomas was not done. He passed Ballou for the lead on lap 11 and went on to take the \$2,500 victory check.

A yellow flag was displayed on lap 23. Three cars were towed or retired to the pit area. As a result the race was restarted with different cars at the front. Dave Darland restarted in second and that is where he would finish. Darland was driving the Buddy Cunningham owned sprinter. Veteran Bill Rose finished third moving up from ninth in the starting field. Defending MSCS Champion Carson Short was fourth and Shane Cockrum crossed the line fifth.

Mario Clouser, Joe Stornetta Jr., Brady Short, Kyle Cummins, and Chase Stockon completed the feature race in that order to fill out the top ten. Donny Brackett received the Wilwood Tuff Brakes Award. Brackett almost finished in the top ten despite taking a provisional and starting 21st on the field.

(Continued Next Page)



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The Certified Rentals Hard Charger of the Race was Chase Stockon

There were five heat races held. The winners were Jordan Kinser, Carson Short, Dave Darland, Kevin Thomas Jr., and Robert Ballou. Collin Ambrose picked up a victory in the C Main. Clinton Boyles won the B Main that followed. Twenty cars started. Aric Gentry

would earn the last feature transfer spot by finishing fifth.

Ballou First at the Josh Burton Memorial

BLOOMINGTON, IN - Friday night the BRANDEIS Midwest Sprint Car Series and racers in three other divisions raced in memory of sprint car driver Josh Burton. The first event at Bloomington Speedway was group qualifying and Joe Stornetta Jr. turned the quickest lap for the 29 participants with an 11.239 seconds lap. Stornetta was at the wheel of the familiar Jerry Burton owned 04 sprinter.

The 25 lap Josh Burton Memorial was a spellbinding attraction for the fans in attendance.

Rocklin, CA, driver Robert Ballou would take the victory. Ballou started fifth in the 21 car field. He moved up steadily to give chase to pole sitter Kyle Cummins. Once Ballou obtained the lead, Cummins became the chaser.

However at the start of the feature, the race unfolded into a four car breakaway. Jordan Kinser, Robert Ballou, and A. J. Hopkins were all in pursuit of the leader. Slightly further back there was a second 3 car race for fifth. The only caution flag was waved when Carson Short made a brief first lap visit to the work area.

The remainder of the race met with green flag conditions. There were no yellow flags to close gaps. Every spot had to be earned by racing.

Ballou took the checkers first. It was his 15th career win with MSCS. Cummins finished second. That was good enough for Cummins to retain the BRANDEIS MSCS Series 2019 points lead. Jordan Kinser retook third in the feature after a battle with A.J. Hopkins who finished in fourth. Dakota Jackson was fifth.

Dickie Gaines lead a second five that included Joe Stornetta Jr., Isaac Chapple, Carson Short, and Shane Cottle. Stornetta was the Certified Rentals Hard Charger of the race which was decided by a run from a sixteenth starting posi-

tion to seventh. The Wilwood Tuff Brakes Award for the event was presented to Brady Short for his eleventh place finish in the 21car field.

In preliminary events, the four heat races were won by Stephen

Schnapf, Robert Ballou, Isaac Chapple, and A.J. Hopkins. Donny Brackett took the B Main followed by Brian Van Meveren and Brandon Mattox. Thirteen drivers started the event hoping to earn one of the final five transfer spots.

Rain Wins Lucas Oil ASCS Speedweek Opener at Route 66 Motor Speedway

AMARILLO, TX - While the radar showed the rain had passed, Mother Nature had other things in mind as a small shower after the Driver's Meeting moved through, only to have the final blow strike just as the track was just about ready to go at Route 66 Motor

Speedway.

Everyone in attendance received 50 show-up points. This marks the seventh weather-related cancellation on the season.

The next event for the 2019 ASCS Sizzlin' Summer Speedweek will be Tuesday, June 4 at Devil's Bowl Speedway. More information on the Devil's Bowl can be found online at www.devilsbowl.com.

Format and Ticket Info For 2019 Jim Raper Memorial Dirt Cup at Skagit Speedway

ALGER, WA - Just under a month away, the 48th annual Jim Raper Memorial Dirt Cup presented by the Skagit Casino Resort will again bring the best Sprint Car teams from across North America to Skagit Speedway for a three night blowout for a \$15,000 top prize.

June 20, 21, and 22, the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network will again go head-to-head with the Summer Thunder Sprint Series along with the Northwest Ford Focus Midgets in action all three nights.

Tickets are on sale now by calling (360) 724-3567. Three Day Pass for adults (18-61) are \$80. Junior (7-17), Senior (62+), and Military is \$65. Children are \$10. Reserved Seating is sold with Three Day Pass only.

Pit Passes each day are \$35. A Rain date is scheduled for Sunday, June 23 if needed. Each night

opens at 5:30 P.M. with racing getting underway at 7:00 P.M. (PDT).

For the 48th annual event, the format for the Sprint Cars will again see drivers competing all three nights with Thursday and Friday setting the stage for Saturday's finale. Using event points through Heats, Qualifiers, B-Features, and A-Features, this year's format did get adjusted. For the points awarded for Heats and Qualifiers last year were too high and took drivers out of the running that otherwise would have been locked in. Testing the new points system at the Hockett/McMillin in 2018, the new structure worked as it should with drivers who make the A-Feature rewarded for their efforts.

The format for the 2019 Jim Raper Memorial Dirt Cup presented by the Skagit Casino Resort will be as follows:

Drivers will compete on both qualifying nights as combined points from Heat Races, Qualifiers, B-Mains, and A-Mains will set the lineup for Saturday night. Any tie in points will be broken by Friday's passing point totals.

ASCS Format will be utilized with draw in for Heat Race starting position and passing points to determine drivers who advance to Qualifiers and B-Mains.

54 cars or less: Top 30 in Passing Points from Heat Races will move into 3 Qualifiers. Remainder will fall to the tail of the night's "B" Features. Top 18 will be inverted with the highest point earner from Heat Races starting sixth in the first Qualifier. Qualifiers will be 8 laps each. Passing Points will be utilized with the driver's total points combined with their Heat Race total. The top 16 in combined Passing Points will advance to the A-Feature. Drivers will not redraw for their starting position. Lineup is straight up by the combined Passing Point total. The remainder will fall into B-Features. Number of B-Features is dependent upon the number of cars. 40-50 cars means remaining drivers will drop into two "B" Features. 51-60 will drop into three "B"

Features. Lineup will be done by passing point totals with 17th going to the pole of the first "B" Feature, 18th to the pole of the second "B" Feature, etc.

55 cars or more: Top 40 in Passing Points from Heat Races will move into 4 Qualifiers. Remainder will fall to the tail of the night's "B" Features. Top 24 will be inverted with the highest point earner from Heat Races starting sixth in the first Qualifier. Qualifiers will be 8 laps each. Passing Points will be utilized with the driver's total points combined with their Heat Race total. The top 16 in combined Passing Points will advance to the A-Feature. Drivers will not redraw for their starting position. Lineup is straight up by the combined Passing Point total. The remainder will fall into B-Features. Number of B-Features is dependent upon the number of cars. 40-50 cars means remaining drivers will drop into two "B" Features. 51-60 will drop into three "B" Features. Lineup will be done by passing point totals with 17th going to the pole of the first "B" Feature, 18th to the pole of the second "B" Feature, etc.

If one B is needed, the top 6 drivers will advance to the A-Feature. If two B's, then the top three, if three B's, then the top two.

Following Friday night, driver's combined points will be tallied with the top 16 drivers locked into Saturday's A-Feature. Ranking 17-48 will be split among two B-Features with 17th to the pole of the first B-Main, 18th to the pole of the second B-Main, 19th to the outside front row of the first B-Main, 20th to the outside front row in the second B-Main; continuing down until each B-Main has 16 cars.

The remainder will fall into a Last Chance Qualifier, if needed, taking the top 4 drivers with the winner and third place taking the final two spots in the first B-Feature. Second and fourth will take the final two spots in the second B-Feature. In case of a tie, the advantage will be to the driver with the highest finish on Friday night.

For other news, notes, and information on the American Sprint Car Series log onto www.ascsracing.com, follow on Facebook, on Instagram, and on Twitter (@LucasOilASCS).

Marlar Shines in Magnolia 100 Lapper

COLUMBUS, MS - Mike Marlar charged from his fifth starting spot to win Saturday night's GEICO Clash at the Mag - presented by Big River Steel at Magnolia Motor Speedway.

With the \$15,000 victory, Marlar becomes the ninth different winner of the Lucas Oil Late Model Dirt Series tour in

2019. The 41-year-old Tennessee veteran also became the first three-time winner of the annual Clash at the Mag.

Tim McCreadie led the first three laps of the 100-lap main event until Marlar passed him for the top spot. Marlar then held McCreadie at bay for the remainder of the caution-free event to score the win. McCreadie crossed the line in second, marking his third-straight runner-up finish.

The current Lucas Oil Late Model Dirt Series point leader, Jonathan Davenport finished in third followed by Josh Richards and Earl Pearson Jr.

In Marlar's tenth-career LOLMDS victory, he and his crew were excited in Lucas Oil Victory Lane, remarking: "Typically, you run the bottom here, but lately you could float to the middle which is different than in past years. I had run the bottom for so long and I thought to myself if I am going to get passed it is going to be on the right side of me. I got out of line and passed some lapped cars. It was pretty close down in turn one passing some lapped cars. I had a few close calls."

"This place is so racy, that's why we enjoy coming down here," Marlar added. "It's fun to race here and it gets you excited to race here. My car owner and I were wanting to take some time off this year. I was going to drive for Kevin [Rumley] and we just couldn't get everything together. It's clear that he [Rumley] is doing great with McCreadie and my situation is great as well."

McCreadie completed a successful weekend as well. "Congrats to Mikey! He was better than us tonight. All-in-all for Sweeteners Plus and Bilstein, we continue to make strides with this whole program. It's been thrown together really quickly, and we are trying our hardest and we are gaining fast.

We probably needed a caution to mix things up a little bit. We need more maneuverability and we will really have something."

Davenport will maintain the series point lead heading into an off weekend for the series. "We didn't really know what the track was going to do tonight. When we decided to go the car was on point. I know there were guys coming up on the outside of me. We ran the leaders down and got into lapped traffic. We got together with a car down there in turn four and I guess he didn't see me. It towed it in pretty good and we were just hanging on from there. It was one of those what if races for sure."

The winner's Ronnie Delk-owned Rocket Chassis is powered by a Cornett Racing Engine and sponsored by: Marathon, Mark Martin Timber and Farms, Franklin Enterprises, R.S. Equipment Sales and Rentals, Integra Shocks, and VP Fuels.

Completing the top ten were Tyler Erb, Dane Dacus, Devin Moran, Bobby Pierce, and Don O'Neal.

Davenport Charges to Magnolia Score

COLUMBUS, MS - Jonathan Davenport held off Tim McCreadie to win night two of Magnolia Motor Speedway's GEICO Clash at the Mag - presented by Big River Steel. For Davenport, it was his seventh Lucas Oil victory of the season.

Davenport started from the pole and fought off early race challenges from fellow front-row starter, Mike Marlar. McCreadie passed Marlar on lap 11 for the second spot and valiantly tried to overhaul his fellow Longhorn Chassis driver

in the waning laps of the race.

Devin Moran charged from the 11th starting position to finish third after passing Marlar on the final lap, earning the Optima Batteries Hard Charger of the Race. Marlar was fourth and Don O'Neal rounded out the top five finishers.

"This Lucas Oil Late Model Dirt Series is so competitive. Going out to qualify just a few cars later than we did tonight almost put us out of the top ten last night. I know that Johnny Stokes is going to keep working on this track. It's just like tuning on our race cars, but there is a fine line. I know he will get it right for tomorrow night," said the two-time series champion.

"I think these Longhorn Chassis have turned the corner and we've got them running really well," Davenport added. "I know McCreadie finished second tonight, so they have their program running for the win as well. We have tried several different things with these and right now we are spot on. We haven't been able to race a lot, so we haven't unloaded a lot the last few months with all the weather we've been having."

McCreadie claimed his second runner-up finish in as many nights at Magnolia. "We are feeling really comfortable with these cars now. I don't know what happened in qualifying, if it was really slimy still or what, but it put us behind tonight. We should be starting close to the front and hopefully we can put 100 laps together tomorrow night."

Moran rallied late by passing several cars over the last half the race to come home in third, despite having an ailing car after the checkers fell. "We stopped down in turn four after coming back on the track. We had some rear end problems after the race. It spun the rear end and pulled the driveshaft out. I will have to get a wrecker to tow it back to the pits. Fortunately, we made all

25 laps tonight."

The winner's Lance Landers Motorsports-owned, Longhorn Chassis is powered by a Cornett Racing Engine and sponsored by: Nutrien Ag Solutions, ASC Warranty, Penske Racing Shocks, Valvoline, Mega Plumbing of the Carolinas, Hawkeye Trucks, and Spartan Mowers.

Completing the top ten were Tyler Erb, Josh Richards, Timothy Culp, Earl Pearson Jr., and Neil Baggett.

Richards Roars to First Lucas Oil Win of the Season

COLUMBUS, MS - Josh Richards picked up his first Lucas Oil Late Model Dirt Series win of the season on Thursday night at Magnolia Motor Speedway. The Clint Bowyer Racing pilot scored the win on night one of the GEICO Clash at the Mag - presented by Big River Steel.

Richards made a clean sweep of the night's racing activities as he set the Miller Welders Overall Fast Time, then won his heat race to earn the PFC Brakes Pole Award. He later led the final 15 laps of the 25-lap main event to cap off a perfect night.

Tim McCreadie grabbed the lead from his fourth-starting spot on the opening lap. McCreadie led until Richards passed him for the top spot on lap 11. Richards then fought off side-by-side attempts from McCreadie to become the eighth different series winner of 2019.

McCreadie finished in second, followed by Richards' teammate, Don O'Neal. Defending Clash at the Mag winner, Hudson O'Neal was fourth and Mike Marlar took the fifth spot in his first LOLMDS appearance of the season.

"At the start of the race we spun our tires a little bit," said the 31-year-old racer who scored his 26th career series victory. "I tried to pace myself through the middle of the track. I didn't want to get too boxed in behind lapped traffic. He [McCreadie] got close a couple of times. We have had a lot of speed lately, but we just haven't been able to put it all together. This was just a 25-lapper but it feels good to get the victory. Anytime you run laps, you run hard. The way the format is this year it was important to get off to a good start tonight."

McCreadie was also looking for his first LOLMDS win of the year but continues his string of strong
(Continued Next Page)



Josh Richards celebrates his first win of the season in victory lane at Magnolia Motor Speedway. (lucasdirt.com photo)

Continued...

finishes with his runner-up performance. "I got off to a good start, then had a little bit of a driver error. I should have gotten down on the bottom. This is such a nice racetrack. We will take a second and come back tomorrow night and hopefully get one spot better. We are trying our best to help our Longhorn Chassis drivers. We can't do a lot of testing like some

of these other guys, but I think we can hold our own against them."

Don O'Neal, who is a two-time Clash at the Mag winner, completed the podium with his third-place run. "Congratulations to Josh and his crew. They needed a win just like we did. I thought where we started tonight, we could get it done, but we had a good points night and we'll come back together and give it another try."

The winner's Clint Bowyer Racing, Rocket Chassis is powered by a Cornett Racing Engine and sponsored by IRacing.com, Peak Antifreeze and Coolant, Ford Performance, DeKalb, BlueAg and Integra.

Completing the top ten were Earl Pearson Jr., Tyler Erb, Stormy Scott, Devin Moran, and Jonathan Davenport.

Diamond Nationals at Lucas Oil Speedway Expands to 2 Nights

BATAVIA, OH - Officials with the Lucas Oil Speedway, the Lucas Oil Late Model Dirt Series, and the Lucas Oil MLRA have announced that the 13th annual CMH Diamond Nationals - presented by Super Clean will expand to two nights, July 13-14, with \$15,000-to-win Late Model features both nights.

Efforts to find suitable dates for all the involved series and keep the Show-Me 100 in its original three-day format were not able to be worked out.

The added program and increased purse (an increase of over \$7,500 from the original July 13 feature that was to pay \$12,000-to-win) is to help fill the void of the canceled 27th Annual Lucas Oil Show-Me 100 - presented by ProtectTheHarvest.com. Additionally, each non-transfer will receive \$200 both nights.

Severe weather produced dam-

age to the Lucas Oil Speedway complex on May 20 and forced cancellation of the Show-Me 100, which has been a long-standing Memorial Day Weekend event that's been held at Lucas Oil Speedway since 2010.

The expanded Diamond Nation-

als sets up a blockbuster stretch of events for the Lucas Oil Late Model Dirt Series. The nation's elite drivers will compete in eight action-packed events in just ten days, with over \$500,000 up for grabs.

Those who purchased advanced tickets to the Show-Me 100 will re-

ceive refunds, as will all those who had reserved camping spots for the Show-Me 100.

For questions about tickets or camping contact Admissions Director Nichole McMillan at (417) 282-5984 or via email at nichole@lucasoilsspeedway.com.

All Star Circuit of Champions Reschedule Five Events Lost to Weather

BROWNSBURG, IN - Despite Mother Nature's attempt to eradicate much of the 2019 schedule, Ollie's Bargain Outlet All Star Circuit of Champions presented by Mobil 1 and respective track officials have been working hard to reschedule many of the events lost during

the early months of the season. To date, five events that were forced to forfeit to Mother Nature have been rescheduled and will be contested later in the year.

Lernerville Speedway, a track forced to cancel their event due to a downpour just before cars were scheduled for hot laps, has rescheduled their All Star visit for Friday, July 5, setting up a holiday weekend doubleheader that will conclude with Sharon Speedway's annual Lou Blaney Memorial on July 6.

With forecasts predicting high percentages of precipitation

throughout the weekend, action scheduled for May 18 at Plymouth Dirt Track in Plymouth, Wis., was canceled. The event has been rescheduled for Thursday, July 25, which will now kick-off a previously scheduled trio of stops throughout much of the Midwest on July 26-28; Jackson Motorplex, Knoxville Raceway and 34 Raceway in West Burlington, Iowa, respectively.

Wayne County Speedway's event on May 25 was lost due to back-to-back downpours just before hot laps giving track officials little hope for adequate drying time. The event, capping off what is now a four-day stretch over Labor Day weekend, has been rescheduled for Monday, September 2. Tony Stewart's All Stars will visit Attica Raceway Park on Friday and Saturday, August 30 & 31, before ending the holiday weekend with a doubleheader at Wayne County Speedway on Sunday and Monday, September 1 & 2.

Bedford Speedway's event, lost on Sunday, April 14, will now be contested on Thursday, September

5; a Central Pennsylvania preamble to the highly-anticipated Tuscarora 50 at Port Royal Speedway on Friday and Saturday, September 6 & 7.

Williams Grove Speedway's Tommy Hinnerhitz Memorial, that was lost on April 12, will now be held on Friday evening, September 20. With Lincoln Speedway hosting the annual Dirt Classic on September 21, the rescheduled Hinnerhitz will now give All Star teams two attempts to overthrow the infamous Pennsylvania Posse in late September.

Original Date / Track / Rescheduled Date

May 3/ Lernerville Speedway, Sarver, Pa. / Friday, July 5

May 18 / Plymouth Dirt Track, Plymouth, Wis. / Thursday, July 25

May 25 / Wayne County Speedway, Orrville, Ohio / Monday, September 2

April 14 / Bedford Speedway, Bedford, Pa. / Thursday, September 5

April 12 / Williams Grove Speedway, Mechanicsburg, Pa. / Friday, September 20

Any further updates regarding schedule additions will be posted as they become available on all of the available All Star Circuit of Champions social media channels.

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LOWER LAP TIMES

Sonoma Raceway

SONOMA, CA - In celebration of Toyota Racing Development's (TRD) 40th anniversary, Sonoma Raceway has named TRD, represented by president David Wilson, as Grand Marshal of its Toyota/Save Mart 350 Monster Energy NASCAR Cup Series event.

Toyota, which made its NASCAR debut in the Goody's Dash Series in 2000, has been the official vehicle and NASCAR event co-title sponsor at Sonoma Raceway since 2007. The raceway joins TRD in celebrating an anniversary in 2019, as the raceway marks 50 years of racing in wine country.

Since TRD's debut in NASCAR, the organization has achieved more than 450 wins across all three professional series, including two NASCAR Cup Series Championships. In Sonoma, TRD has visited victory lane five times, including Kyle Busch's first NASCAR Cup Series road-course victory and Toyota's first Sonoma victory in 2008.

TRD has also seen success in the other two NASCAR national series, NHRA, USAC, CART, IndyCar, IMSA, various grassroots series and Off-Road racing series, with multiple titles and race wins. Off-the-track, TRD has been successful in adding technology gleaned from racing into its production vehicles.

"On behalf of all of our team members at TRD in both Costa Mesa, California and Salisbury, North Carolina, we're honored that our partners and friends at Sonoma Raceway have chosen to pay tribute to TRD's 40th anniversary by making TRD the Grand Marshal of this year's Toyota/Save Mart 350," said Wilson, president of TRD, U.S.A. "From humble beginnings as a simple speed shop in Southern California to an organization employing more than 250 team members that contribute to championships and victories spanning numerous motorsports entrants across America, we're proud of the rich history of our company, and we look forward to celebrating at Sonoma Raceway."

Wilson, TRD and Sonoma Raceway's 50th anniversary will be honored on Friday, June 21, at the Children's Champions NASCAR Banquet at beautiful Viansa Winery

in Sonoma. The gala is a fundraiser for the Sonoma Chapter of Speedway Children's Charities. Wilson and TRD representatives will also take part in the Pre-Race Show Powered by Friedman's Home Improvement on Sunday, June 23, including giving the official command of "Drivers, Start Your Engines."

"Sonoma Raceway's relationship with Toyota and TRD dates back to their first entry in the NASCAR Cup Series in 2007, and their success on the track has been mirrored by our growing and robust promotional partnership with Toyota Motor Sales and the regional dealers," said Steve Page, Sonoma Raceway president and general manager. "To top it off, David Wilson is celebrating his 30th anniversary with TRD this year, so we are delighted to honor David and his team of innovators at Toyota Racing Development as our 2019 Grand Marshals."

Great ticket options are now available for the Toyota/Save Mart 350 weekend in Sonoma. Visit www.sonomaraceway.com/nascar or call 800-870-7223 for details.

Michigan International Speedway

BROOKLYN, MI - Detroit Red Wings legend and four-time Stanley Cup champion Darren McCarty will serve as the Honorary Pace Car Driver for the Monster Energy NASCAR Cup Series FireKeepers Casino 400 on June 9.

"It is an honor and a pleasure to have this opportunity," McCarty said. "It really is a bucket list item as I've been a NASCAR fan since being retired. Also, I have never had any intention of going racecar fast. Pace car is my speed and I'm stoked."

The Burnaby, British Columbia, Canada native was originally a second-round pick in the 1992 NHL Entry Draft with the Red Wings. McCarty played in 758 games in his 15-year NFL career. He scored 127 goals and added 161 assists for 288 total points.

"We are excited to have Darren McCarty drive the pace car to lead the field to the green flag for the FireKeepers Casino 400," MIS President Rick Brenner said. "Darren was a fan favorite from the start of his playing days with the Red Wings and continues to be a sports legend in the State of Michigan."

McCarty spent 13 seasons with the Red Wings where he lifted the Stanley Cup after the 1997, 1998, 2002 and 2008 seasons. McCarty scored 120 goals and added 155 assists for 275 points for the Red

Wings. He partnered with Kris Draper and Kirk Maltby to form the Grind Line for Detroit as they often faced the opponent's top line.

It has never been easier to purchase tickets and reserve a campsite at Michigan International Speedway in 2019. Fans can visit www.mispeedway.com or call 888-905-7223 to get the best deals. Grandstand tickets start at \$39 and week-long camping starts at \$160.

Michigan International Speedway will continue to be a premier racing facility in 2019 when it hosts a pair of Monster Energy NASCAR Cup Series races. NASCAR's most entertaining track will host the Monster Energy Series on June 9 and Aug. 11.

The Monster Energy NASCAR Cup Series FireKeepers Casino 400 is on June 9. The series will return on Aug. 11 for the Consumers Energy 400.

The XFINITY Series LTi Printing 250 is June 8, while the Gander Outdoors Truck Series Corrigan Oil 200 is scheduled for Aug. 10.

Any guest who purchases a 12 and under ticket will automatically receive a free kids Pit and Driver Introduction Pass courtesy of Henry Ford Health System. Kids can experience pit road on Sunday morning, sign the start/finish line and view the cars and teams up close on race day. Kids will also have access to pre-race ceremonies, including driver introductions.

NASCAR's Most Entertaining Track continues to add entertainment to the campgrounds, fan plaza, pre-race and stage breaks to make the race week a cannot miss event. The nonstop entertainment at Michigan International Speedway during the FireKeepers Casino 400 race week provides something for every guest. The track continues to add value for the guests who camp and those who come just for the races. A speed painter will even be in victory lane after the FireKeepers Casino 400 to capture the race winning celebration.

Talladega Superspeedway

TALLADEGA, AL - Talladega Superspeedway's longstanding official NASCAR scoring building is the final structure that has been demolished during Phase II of Transformation - The Talladega Superspeedway Infield Project presented by Graybar. Located on the infield side of the start-finish line, the building stood at the historic track for decades.

In all, five buildings have been demolished in the area that will

house the new, one-of-a-kind Talladega Garage Experience which will allow fans to be immersed into the sport of NASCAR at the world's greatest racing venue this October 11-13, during its NASCAR Playoff doubleheader weekend. While the ground has been leveled, it is currently being prepped with foundation work for numerous, new buildings, with underground water and sewer systems, as well as conduit for cabling and wiring.

The Talladega Garage Experience, which will stretch from the center of the Tri-Oval all the way down near the start-finish line, will feature "up-close" access (including access under the same roof where the race cars are being prepped by the race teams), interactive attractions and enhanced amenities for fans, sponsors, teams and stakeholders in the iconic Talladega infield.

Framing and electrical have also begun for the new Drivers Meeting room in the old Monster Energy NASCAR Cup Series Garage (which will also become the new Xfinity/Gander Truck Series Garage). Fans who purchase an Unrestricted Weekend VIP package will have access to both drivers meetings for the Sugarlands Shine 250 for the NASCAR Gander Outdoors Truck Series (Oct. 12) and the 1000Bulbs.com 500 for the Monster Energy Cup Series (Oct. 13). Fans who buy a Sunday VIP Experience package, led by former Motor Racing Network analyst and driver Glenn Jarrett, will have the opportunity to attend the drivers meeting for the 1000Bulbs.com 500.

The approximately \$50 million Transformation Infield Project presented by Graybar is part of International Speedway Corporation's (Talladega's parent company) long-term capital allocation plan and reinvestment into its major motorsports complexes. DLR Group is the architect of the entire project while Hoar Construction from Birmingham will spearhead Phase II. GT Grandstands (Plant City, FL) will construct the new Pit Road Club and the Race Operations.

Fans can learn more about the project and view the progress 24/7 via the construction cam by visiting www.talladegasuperspeedway.com/transformation.

For ticket information on the track's NASCAR doubleheader playoff weekend, and all things on Transformation and the Talladega Garage Experience, log onto www.talladegasuperspeedway.com or call 855-518-7223 (RACE).

Bowman Gray Stadium

WINSTON-SALEM, NC - Burt Myers turned his luck around in the most dramatic fashion on Saturday, coming from the back to the front to grab the checkered – sending a clear message about where his season may be headed.

Myers had a stellar season last year, taking the championship for the Brad's Golf Cars Modified Series with five victories under his belt. Yet his 2019 season started off with a few bumps in the road. Due to some collisions and bad luck in the early races, he entered Saturday with only one top-five finish – a fourth place showing on May 25.

But the team of Myers had been putting the finishing touches on preparing a new car – one that they were ready to take for a spin on Saturday. "I know everybody saw me in the gold car last week. I wanted to spend some extra time getting this car where it needed to be," said Myers. "This is the new generation of Fury chassis, and there's a lot of stuff on this car that's different from what they've been doing in the past. I've kinda been the R&D guy, and we've been working hard to get this car to where it needs to be."

In qualifying sessions, Burt Myers took the fastest lap. Then he made the risky choice to take on the Fans' Challenge and start in the rear. With a full field of 24 cars in the Kevin Powell Motorsports 100, Myers would have his work cut out for him if he was to make it back to the top four and claim the \$3,000 Fans' Challenge bonus.

Meanwhile, Chris Fleming of Mount Airy and Darin Redmon of Walnut Cove drew the front row as their starting positions. Fleming charged out into an early lead and held off challenges from Zack Clifton of Walkertown and Brandon Ward of Winston-Salem.

Daniel Beeson of Kernersville tried his hand at the outside as well but couldn't make the pass stick. Beeson fell back through the field as James Civali of Davidson moved up to second. Burt Myers had been taking advantage of the four cautions so far to make his way forward and was right on Civali's bumper in third.

Slightly before the halfway point,



After starting in the rear, Burt Myers charged his way forward to earn the checkered for the Kevin Powell Motorsports 100. He stands in Winner's Circle with family. (ERIC HYLTON PHOTOGRAPHY photo)

the caution waved once again. Civali elected to stay to the inside lane, giving Myers the chance to go outside and challenge Fleming side by side for the lead. Fleming motored ahead and crowded Myers out of the turn, maintaining his position. Myers fell back to second.

The #1 car of Myers tried the outside once more unsuccessfully during the next caution. But on lap 75, Myers challenged Fleming again on the outside lane and this time took the lead.

Fleming tried to reclaim the position on two future restarts, but Myers held strong. He went on to not only claim the checkered, but he also took home \$3,000 in Fans' Challenge bonus money for finishing in the top-four after starting in the rear.

"With this many cars here tonight, I knew things had to go our way," said Myers about charging forward from the rear. "As great as our car was, we also had a night where everything went our way. Every lane I picked on the restart, every wreck, a hole opened up – just one of those nights where things fell our way and we were able to capitalize on it."

But Saturday night's performance wasn't merely just another victory. For Burt Myers and his team, it was a sign of what is to come. "I'm really happy with the results from being able to get the win, but I'm more ecstatic about where we got our racecar," said Myers. "To be able to qualify as fast as we did and to be able to start last and

drive through the field and win the race – I think it erases all doubts in our minds that our car should be right where we need it."

As far as the points race, Myers knows he has some ground to make up – but that could end up being his biggest asset. "We can't control what happens as far as what's happened in the past. All we can do is come out and do what we did tonight," said Myers. "With the misfortune that we've had through this year, it's given us the mindset that we didn't have to be conservative. We could be real aggressive with setups and with my driving – with chances like taking the chal-

lenge. Maybe it is a little bit of the old Burt Myers that can be more aggressive and take some chances."

James Civali moved up to second on the final caution, finishing right behind Myers. Chris Fleming claimed third, with Tim Brown of Tobaccoville taking fourth. Danny Bohn of Huntersville also started in the back after accepting the Fans' Challenge. He was close to earning the bonus money but finished fifth – one position short of where he needed to be.

Tommy Neal of Walkertown held off Derek Stoltz of Walkertown to win the first 20-lapper for the McDowell Heating & Air Sportsman Series. Kyle Southern of Rural Hall won the second Sportsman race.

In the Law Offices of John Barrow Street Stock Series, Jacob Creed of Dobson claimed victory in the Whelen Street Stock 50. His father, David Creed of Mount Airy, finished in second. Brian Wall of Winston-Salem took third.

Junior Smith of Lexington won the first 15-lap race for the Q104.1 Stadium Stock Series. Tyler McDonald of Thomasville brought home the win in the second race after a wild three-wide crashing photo finish.

Dodge City Raceway Park

DODGE CITY, KS - Luke Cranston is finding the showdowns pitting the Precise Racing Products DCRP Sprint Cars versus the United Rebel Sprint Series.

For the second time this year, the Ness City native raced to victory lane in Saturday night's DCRP
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Luke Cranston, surrounded by family and friends, celebrates in Dodge City Raceway Park's victory lane. (DCRP photo)

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vs. URSS Sprint Car clash atop the 3/8-mile Dodge City Raceway Park in southwest Kansas.

While Cranston paced the final ten rounds of the 25-lapper, other Saturday night winners included Tom Beavers in the IMCA Modifieds, Mike Lunow in the IMCA Sport Modifieds, Angel Munoz in IMCA Stock Cars and Reagan Sellard in IMCA Hobby

Stocks.

In the 25-lap DCRP vs. URSS Sprint Car Clash, Cranston chased down early leader Ty Williams in traffic on the 16th round and went on take the checkered flag by nearly a half straightaway aboard the Myers-powered Mid-America Millwright/Tunnel Car Wash No. 49x Schnee.

After a pair of aborted starts, Williams and Cranston led the 24-car feature field to the green flag with the ensuing 25 laps run off in non-stop fashion. Williams gunned into the early lead and paced the field for the initial 15 circuits.

Cranston closed in to challenge for the point as traffic came into play after a dozen circuits and pounced on opportunity in traffic to take command on the 16th round.

Cranston slipped away in the final rounds with Williams holding on for runner-up honors. Jake Martens battled past Taylor Velasquez to snare the show position with Velasquez crossing the stripe in fourth. After starting 14th, defending track champion Steven Richardson was up to sixth within a handful of laps and then took over fifth for keeps on the 17th lap.

The initial start of the feature immediately went red when Chad Salem's top wing failed and launched him into the turn one wall with Ross Essenburg getting upside down as well. On the second try, Aaron Ploussard looped it exiting turn four and collected Cody Lampe. All four drivers were done for the race with Salem taking a trip to the hospital.

Martens, Brian Herbert and Velasquez topped heat race action.

In the IMCA Modified ranks, Pierceville's Tom Beavers wired the field in the 15-lapper to capture his first career DCRP victory.

Beavers gunned into the lead from the front row outside at the outset with Travis Simmons in two.

Beavers was able to keep Simmons at bay throughout, taking the checkered flag with a four car-length advantage. Trent Gray claimed the show position with Jack Kirchoff and William Nusser.

Dodge City's Mike Lunow earned his first DCRP win since the 2016 season by topping the 15-lap IMCA Sport Modified feature.

Lunow chased down early leader Joey Maupin for the point on the fifth round and paced the field the rest of the way to post the win ahead of Maupin with Jeff Kaup, Bart Baker and Kent Lampe rounding out the top five.

Lamar, Colorado's Angel Munoz made it three-for-four on the season in the IMCA Stock Car ranks by leading the final 13 rounds of the 15-lapper.

After starting ninth, Munoz raced past early leader Tyler Walker for the lead on the third round and then weathered a caution that set up a green-white-checkered dash to the stripe. Munoz held off Troy Burkhart for the win with Chris Oliver, Ondre Rexford and Donald Kaup rounding out the top five.

Two-time and reigning IMCA Hobby Stock champion Reagan Sellard broke into victory lane for the first time this season in the 15-lap feature.

While the Bucklin racer gridded the field sixth, Danny Schulte paced the initial circuits before his mount began to falter upon the completion of the fourth lap. Sellard prevailed in the scramble for the lead and held point the rest of the way with Matt O'Hair, Eric Munoz, Skeets Salazar and Devon Ghumm filling out the top five.

Following Sunday's third scheduled round of Micro and Kart action atop the 1/7-mile Little DCRP, the 3/8-mile Dodge City Raceway Park returns to action with the Third Annual Lubbock Wrecker Service DCRP 305 Sprint Car Nationals on June 13-15.

Little DCRP

DODGE CITY, KS - The Little DCRP 1/7-mile clay oval at the Dodge City Raceway Park fired back to life on Sunday afternoon with a field of 57 competitors battling it out for the hardware in the Micro Sprint and Kart ranks.

The day offered up five repeat winners from the opening round of features on May 19 along with four drivers that reached Little DCRP victory lane for the first time.

Among those able to repeat were Tanner Johnson (Winged "A" Class), Trey Zorn (Restricted "A" Class) and Deekan McRoberts

(Novice Junior Sprints) in the Micro ranks and Caleb Berthof (Junior Karts) and Rex Garrison (Outlaw Cage Karts) in the Karting ranks.

Little DCRP will be back in action with Round Four on Sunday, June 30, with racing to begin at 4:00 p.m.

Dodge City Raceway Park and the Little DCRP clay oval is located on the south edge of Dodge City, KS, on US 283, then 0.9 miles west on US 56, then 0.1 miles south. For more information, contact the track at 620-225-3277 or check www.dodgecityraceway.com.

Hickory Motor Speedway

NEWTON, NC - With a heat wave raging off and on the track Hickory Motor Speedway would be the place to be on Saturday for 321 Lawnmower Sales and Service Night at the Races.

Leading off the evening's action would be 40 laps in race one of a scheduled doubleheader for the NASCAR Whelen All-American Series Late Models. Travis Swaim in the #21 would grab the top spot in qualifying with Gage Painter in the #12 moving to the Late Model division and starting to his outside with the second fastest qualifying speed. Row two would be made up of Landon Huffman in the #2 and

Huffman complete the pass and set his sights on the leader. Battles would rage throughout the field with positions swapped every lap. Huffman would narrow the gap but Painter would seal the deal and grab his first ever Late Model Victory. Huffman would grab 2nd and points leader Thomas Beane in the #31 would work his way up for another 3rd place finish. Two-time 2019 Hickory Motor Speedway winner Vince Midas in the #14 would finish 4th and Swaim would hold on to finish 5th.

The always popular Hickory Vintage Racers would roll off next for 25 laps of racing action and strolling down memory lane with the cars of yesteryear. Bob Hapeman in the #8 would start from the top spot with Eddie Gilbert in the #00 to his outside. Hapeman would pull to the lead after a side by side battle with Eddie Gilbert at the start of the race. Attrition would set in early as several cars would sidelined, but that would'nt stop the hard charging Hapeman and Gilbert as they clicked off blistering fast laps. Hapeman would hold on for the win with Gilbert finishing 2nd. Bill Webb in the #16 would finish 3rd, Bill Powell in the #71 would take 4th, and Larry Benz in the #4 would bounce back from early me-



Gage Painter battled until he won his first Late Model victory at Hickory Motor Speedway. (SHERRI STEARNS photo)

Taylor Gray in the #17. The green flag would see the front row duo drag race down the front stretch and dive into turn one side by side. Painter would use the high line to his advantage and finally nose ahead at the end of lap one. Swaim would keep continual pressure on the leader until lap 18 when Huffman would start pressuring him for the second spot. Lap 22 would see

chanical problems to finish 5th.

Hitting the track next would be the Street Stocks for 30 laps of door to door racing. The top spot in qualifying would be taken by Drew Cox in the #21 as he would start from the point with Ethan Johnson in the #2 to his outside. Lap 20 would see Johnson move around for the lead as Cox got sideways

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coming off turn four. The caution would fly on lap 25 for contact between Kevin Eby in the #03 and Mark Whitten in the #77. The incident would also collect Marshall Sutton in the #64. The restart would see mechanical problems for Johnson as he would slow when the green flag flew. Johnson would park, with mechanical problems ending his evening on

the trailer. This would rack the field for another restart with Cox at the point and the #361 of Cliff Gaumond to his outside. The front pair would have a furious battle over the last 5 laps with Cox making one last move on the final lap coming off of turn four, but would come up short as he would spin while the checkered flag flew a scant 100 yards away. Gaumond would drive on to the win in his first Hickory Motor Speedway visit. Whitten and Eby would bounce back from the lap 25 spin to finish 2nd and 3rd respectively. Jesse Clark in the #5 would bounce back from an early spin to finish 4th and Derek Fowler in the #31 would finish 5th.

The Paramount Auto Group Limited Late Models would roll off next for 50 laps in Round 5 of the Paramount Kia 'Big 10' Racing Challenge. Cody DeMarmels in the #18 would set fast time in qualifying and start from the point with Mitch Walker in the #2 to his outside. The #99 of Kyle Mansch and last week's winner Josh Kossek in the #44 would make up row two. The start would see DeMarmels and Kossek battle side by side through turn one, but DeMarmels' car would turn sideways coming off turn two. DeMarmels would make the save before and the caution would fly as rain had begun to fall on the backstretch, causing slick conditions. The cars were parked on pit road for a lengthy red flag while the rain moved through. Racing would resume with a complete restart. The front row would battle side by side at the drop of the green flag but Kossek would use the high line to take the early lead. Lap 11 would see Mansch get around Kossek for the top spot. Kossek would move under Mansch to attempt to retake the lead on lap 12, but contact would send Mansch spinning and both drivers to the rear of the field. DeMarmels and Stevie Johns in



Travis Swaim prevailed to win the second of the Late Model double-headers at Hickory Motor Speedway. (SHERRI STEARNS photo)

the #91 would make up the front row on the restart and would put on an exciting door to door battle until the caution would fly again on lap 16 for a fender laying on the track. DeMarmels and Johns would do battle on the restart once again on lap 16. Contact between the #32 of Josh Stark and the #6 of Clark Houston would bring out the caution once again before another lap would be completed. The restart would see DeMarmels and Johns duel for the lead until DeMarmels would finally nose ahead. The mid-point of the race would see Walker work his way into second place getting around Johns. DeMarmels and Walker would put on a great race for 10 laps running side by side and door to door. Lap 48 would see the two make the least bit of contact but being on the ragged edge they would both spin in unison coming off of turn four. The restart would see Johns and Mansch up front. Johns would move to the lead and Mansch would lose spots on the high side. Contact between Mansch and Todd Midas in the #50 would cause a pileup leaving Houston's car resting atop Mansch's car. Under the caution Mansch would exit his car and discuss the incident as Johns car slowly drove by. Johns and Kossek would restart on the front row. Johns would move to the lead and drive on to the win, holding off a hard charging Kossek who would finish 2nd. A furious battle for the third position would be fought between the #14 of Solchiro Yoshiba and DeMarmels. Yoshiba would make the most out of his Hickory Motor Speedway debut taking 3rd with DeMarmels bouncing back from the early spin and finishing 4th. Midas would have a good finish in 5th considering he was spun a few laps earlier.

Next up would see the always

exciting Carolina Custom Golf Cart Super Trucks pound the pavement for their 35 lap slugfest. 2018 division champion Allen Huffman in the #51 would start from the pole position with Charlie Neill in the #26 to his outside. Jody Measamer in the #98 and Joey Shuryan in the #30 would make up row two. Neill would get the jump on the start and take the early lead with Huffman close behind. Measamer's truck would have mechanical issues and come to a stop on the track, bringing out the caution on lap 2. Measamer would be unable to continue and park his truck for the night. The restart would see Neill once again get the lead on the restart with Huffman hot on his heels. Robert Tyler in the #88 would work his way up into the top three at lap 15. Neill would set a torrid pace but Huffman would give close chase the entire run. Travis Baity in the #70 would make his move under Tyler for third on lap 30 and they would duke it out until Baity would finally nose ahead on the white flag lap. Neill would drive on to another 2019 win. Huffman would hold on for 2nd and Baity would take 3rd. Tyler would finish 4th and Shuryan would finish 5th.

Closing out the night with a bang would be the NASCAR Whelen All-American Series Late Models in the second race of their doubleheader. Following the 10 car invert from race one Jacob Heafner in the #95 would start from the top spot with Chris Hudspeth in the #28 to his outside. The #25 of Kevin Leicht and Taylor Gray in the #17 would make up row two for the green flag. Heafner would get the jump on the start and move to the lead. Leicht would make his move to get under Heafner in turn three, but at the same time Gray and Hudspeth would make contact bringing out

the first caution. Hudspeth would come to a stop in turns three and four while Gray would continue and make contact with the #11 of Dillon Houser going into turn one. Multiple cars would be in and out of pit road for repairs during the caution period, with Gray's being the only car unable to continue. With no official laps on the board a complete restart would be in store. Heafner and Travis Swaim in the #21 would start on the front row with Leicht and Thomas Beane in the #31 comprising row two. Heafner and Swaim would duel it out for the top spot but Swaim would nose ahead. Leicht would quickly look under Heafner as well, taking the second running spot. Beane would work his way into the top three a few laps later. Lap 25 would see Beane look under Leicht for position and take second place on the track. Beane would methodically track down Swaim and make one look to the inside as the checkers would fly, but fall one spot short as Swaim would make the trip to victory lane. Beane would finish a charging 2nd and Leicht would finish 3rd. Landon Huffman in the #2 would overcome a rough starting spot to finish 4th as also would Gage Painter in the #12 would finish 5th.

The NASCAR Whelen All-American Series returns to action June 8th, with the running of the 84 Lumber Night at the Races.

For more information check us out at www.hickorymotorspeedway.com, on Facebook, Twitter, and Instagram. You can also give us a call at 828-464-3655.

Lake View Motor Speedway

LAKE VIEW, SC - Brian Strickland of Bladenboro, NC got the jump at the drop of the green flag and led flag-to-flag to take the Late Model win Saturday night at Lake View Motor Speedway in the 2nd Annual Sandra Miller Memorial.

In qualifying, Shaun Sewell qualified on the pole with a fast time of 17.276 seconds. When the green flag fell on the 19-lap shootout in honor of former track owner Sandra Miller, Strickland got the advantage over Sewell entering turn one. The only caution of the night would wave on lap nine when David Linville spun in turn three. On the restart, Strickland took off again, while Johnny Pridgen was able to bypass Sewell for second. At the finish, Strickland crossed the line to take his first win of the season over Pridgen, Kerry Gibbons, Sewell, and Banjo Duke.

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In the Limited Sportsman feature, defending track champion Chris Powers got the advantage on pole sitter Johnny Moore to take the lead and led flag-to-flag for his first win of the season. Following Powers and Moore at the finish were Benji Thompson, Greg Cain, and Scott Lewis.

Buck Causey managed to survive on only six-cylinders for

his second Renegade win of the season in a highly entertaining race. At the start, contact sent Jeffrey Batten spinning in turn one, collecting Ashley Best, Derek Dudney, and Anthony Morris. The battle for the lead was intense throughout the race between Causey, Tim Lovett, and defending track champion Michael Butler. Butler would pass Lovett to move into second with three laps to go, but a spin in turn four took him out of contention. Causey survived for the win over Eric Gore, Dudney, Jason Floyd, and Donald Williams.

Derek Kemper got out front early and held off defending track champion Kyle Jenks for his first Stingerz win of the season. Rounding out the top five were Andrew Rowell, Tonya Jordan, and Andrew Rabon.

Cameron Norris, IV led every lap for his first SportMod win of the year over Matthew Lewis and Mike Manes. While Johnny Pridgen did the same to take the Sharp Mini Late Model win over Albert Brayfield and Wilds Coggeshall.

Lake View Motor Speedway will be in action again on Saturday night, June 15 featuring the Late Models, Limited Sportsman, SportMod, Renegade, and Stingerz. And, the Ultimate Super Late Models will be making their first ever visit to Lake View on Saturday, June 29. Be sure to "Like" Lake View Motor Speedway on Facebook and go to @LakeViewDirt on Twitter to keep up on all that's going on in 2019 or visit lakeviewmotorspeedway.com.

South Boston Speedway

SOUTH BOSTON, VA - Former NASCAR Whelen All American Series national champions Lee Pulliam of Alton, Virginia and Peyton Sellers of Danville, Virginia split wins Saturday night in the NASCAR Late Model Twin 75s racing program at South Boston



Lee Pulliam won the first of the twin 75-lap features at South Boston Speedway. (SOUTH BOSTON SPEEDWAY photo)



Peyton Sellers also returned to his winning ways as he took the second of the 75-laps Late Model features at South Boston. (SOUTH BOSTON SPEEDWAY photo)

Speedway.

Pulliam survived a tough battle with eventual runner-up Thomas Scott and Sellers, who started at the rear of the 16-car field after deciding following qualifying that he would rather race the car he had designated as his back-up car.

The Alton, Virginia resident edged Scott by .707-second in capturing his second win of the season at "America's Hometown Track," with Sellers trailing Scott by a couple of car lengths in third place. Austin Thaxton of South Boston, Virginia and Daniel Silvestri of Great Falls, Virginia rounded out the top five finishers in the opener.

The second race featured another tense battle among the trio, with Sellers driving from his eighth starting position under an inverted start among the top 10 finishers of the first race to take the lead from Thaxton on lap 22 and capture his third win of the season at South Boston Speedway.

Scott, from Efland, North Carolina, held off Pulliam over the last seven laps in a stirring battle for the runner-up spot to finish the night with a pair of runner-up finishes. He

trailed Sellers by 1.913 seconds at the finish, with Pulliam less than a car length behind him.

Silvestri finished fourth and Thaxton finished fifth, giving both drivers a pair of top-five finishes for the night.

Moss Scores Win In Limited Sportsman Division Race: Daniel Moss of Danville, Virginia scored his third win of the season Saturday night, fending off Jacob Borst of Elon, North Carolina and Danny Willis, Jr. of South Boston, Virginia in a six-lap dash to the finish that followed the last of the race's two caution periods to win Saturday night's 50-lap Limited Sportsman Division race.

Moss, the division points leader, edged Borst by .417-second to take the win, with Willis trailing in third place about a second behind Borst. Eric Winslow of Pelham, North Carolina and Kenny Daniel of Sutherland, Virginia completed the top five finishers.

There were two lead changes among Moss and Borst, with Moss leading twice for a total of 31 laps, including the final six circuits.

Jessica Dana of Mooresville,

North Carolina was treated for a foot injury following a crash on lap 25 in which her car crashed into the inside retaining wall on the frontstretch. The car's fuel cell was ruptured in the crash, sparking a fire that briefly engulfed a portion of the car. Dana was able to escape the flaming car without incident.

Pickrel Takes Win In Budweiser Pure Stock Division Race: Jordan Pickrel of Keeling, Virginia started on the pole and scored a flag-to-flag win in the night's caution-free 30-lap Budweiser Pure Stock Division race. The win was Pickrel's third of the season in the division.

Division points leader Nathan Crews of Long Island, Virginia took the runner-up spot, finishing about a quarter of a lap behind Pickrel. Jarrett Milam of Keeling, Virginia and Halifax, Virginia residents Bruce Mayo and Randy Hupp rounded out the top five finishers in the race.

Cash Claims Win In Budweiser Hornets Division Race: Aaron Cash of South Boston, Virginia became the third driver this season to score his first career win Saturday night with a flag-to-flag win in the 15-lap Budweiser Hornets Division race. With the win, Cash became the fourth different winner in the division's first five races of the season.

Two-time winner Steven Layne of Nathalie, Virginia took the runner-up spot, with Kevin Currin of Chase City, Virginia, Josh Dawson of Halifax, Virginia and Jared Dawson of Nathalie, Virginia rounding out the top five finishers.

Butcher, Sauls Take Wins In Southern Ground Pounders Race: Greg Butcher of Mocksville, North Carolina took the win in the Sportsman Division and Dwight Sauls won the Modified Division in Saturday night's 25-lap race for the regional touring Southern Ground Pounders series.

Sportsman Division driver Jerry Rice led the early portion of the race, with Butcher taking the lead on lap 13 when the engine in Rice's car went up in smoke.

Next Race At South Boston Speedway: NASCAR racing action returns to South Boston Speedway on Saturday night, June 15, with the 7 p.m. running of the Halifax Insurance Presents Whelen NASCAR Late Model 100 racing program.

A 100-lap race for the NASCAR Whelen All American Series Late Model Stock Car Division competitors will highlight the six-race program. Twin 25-lap races are on tap for the Limited Sportsman Division,

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and twin 15-lap races are set for the Budweiser Pure Stock Division. A 15-lap race for the Budweiser Hornets Division teams will round out the night's action.

Registration and pit gates open at 2 p.m., practice runs from 4 p.m. until 5 p.m. Grandstand gates will open at 5:30 p.m. and qualifying starts at 6 p.m. The first race gets the green flag at 7 p.m.

Admission is \$10 for adults. Kids ages 12 and under are admitted free when accompanied by a paying adult.

For additional information about the Halifax Insurance Presents Whelen NASCAR Late Model 100 racing program or any other events at South Boston Speedway, please visit the speedway's website at www.southbostonspeedway.com or telephone the speedway at 434-572-4947 or 1-877-440-1540.

South Boston Speedway

SOUTH BOSTON, VA - South Boston Speedway's signature event is right around the corner. The event should be a night filled with fireworks, on and off the track.

The historic Virginia track will host its premier annual event on June 29 - the Thunder Road Harley-Davidson presented by Grand Atlantic Ocean Resort NASCAR Whelen Late Model 200. The race, the first leg in the Virginia Late Model Triple Crown, typically draws the largest field of cars for the season at South Boston.

The night also is a celebration of our nation's birthday with the region's largest fireworks display fired off after the final race of the evening. Before the race begins, drivers will show their appreciation for the fans with drivers from all divisions participating in a meet-and-greet on the front stretch.

For the first time, the Thunder Road Harley-Davidson presented by Grand Atlantic Ocean Resort 200 will pay \$10,000 to win. That payout, combined with the prestige and bonus money offered in the Virginia Late Model Triple Crown, makes it a race that drivers circle on their calendars.

"I'm very excited about this race because it's our biggest of the year and it's the first race of the triple crown," Cathy Rice, general manager of South Boston Speedway

said. "If a driver is going to compete for the triple crown, they've got to be here for the first one. It guarantees us the largest, most competitive field of the year."

The Virginia Late Model Triple Crown, which also features the Hampton Heat at Langley Speedway and the ValleyStar Credit Union 300 at Martinsville Speedway, is more attractive than ever this year because the \$10,000 bonus is split between the top three finishers. In the past, the entire \$10,000 has been paid to the top finisher.

"The fans have a lot of action to look forward to in the triple crown now that the top-three finishers will receive a payment," Rice said. "There isn't room for error; one bad race will prove costly in the end."

Before South Boston Speedway regulars can dial their focus in on the Thunder Road Harley-Davidson presented by Grand Atlantic Ocean Resort 200, they have unfinished business in the first half of the regular season.

Saturday night, the track will host with the NASCAR Late Model Twin 75s; a six-race program featuring twin 75-lap races for the Late Model Stock Division. There will also be a 50-lap Limited Sportsman Division race, a 30-lap Budweiser Pure Stock race, a 15-lap Budweiser Hornets race and a 25-lap race for the regional touring Southern Ground Pounders.

Grandstands open at 5:30 p.m. with the first race set for 7 p.m. Admission is \$10 for adults and children 12-and-under are admitted free with a paying adult.

Stafford Motor Speedway

STAFFORD SPRINGS, CT - Stafford Speedway returned to NASCAR Whelen All-American Series racing action on Friday, May 31 with its Military Appreciation Night program. Andrew Molleur was a first-time winner in the SK Modified® feature, beating Michael Gervais, Jr. to the line by inches. Tom Fearn won the Late Model feature with Teddy Hodgdon winning the SK Light feature, Jeremy Lavoie winning the Limited Late Model feature, and Meghan Fuller winning the Street Stock feature.

In the 40-lap SK Modified® feature event, Troy Talman and Andrew Molleur ran side by side for the first lap dueling for the lead before Talman got clear on lap-2. Talman's time out front was short as Cory DiMatteo pulled alongside Talman and had the lead by a nose at the line on lap-3. DiMatteo and Talman were still side by side on

lap-5 when the caution came out for Joey Cipriano who got into the turn 2 wall.

Talman took the lead with DiMatteo again pulling alongside in a fight for the lead but the field could only complete one lap as cars were 4-wide behind the lead duo with Tom Bolles spinning through the infield grass and Dan Wesson coming to a stop at the end of the frontstretch to bring the caution back out.

Glen Reen spun on the restart with Michael Rutkoski also getting into the turn 3 wall to bring the caution right back out. Michael Christopher, Jr. was penalized to the rear of the field for contact with Reen.

Talman took the lead back under green with Andrew Molleur and DiMatteo side by side for second. Keith Rocco was fourth and Stephen Kopicik was fifth. Tyler Leary spun on the infield to bring the caution out with 8 laps complete.

Talman took the lead on the restart with Molleur taking second. Rocco and DiMatteo were side by side for third with Kopicik fifth. Rocco got clear into third on lap-11 with Kopicik moving into fourth. DiMatteo slid back to a side by side battle with Todd Owen for fifth.

Molleur took the lead from Talman on lap-12 and that move opened the door for Rocco to get alongside Talman for second. Rocco got clear of Talman on lap-15 with Owen now in fourth and Kopicik in fifth with Molleur continuing to hold the race lead. Jeff Malave spun in turn 2 and collected David Arute to bring the caution back out with 16 laps complete.

Molleur and Rocco ran side by side for the lead until lap-19 when Molleur got clear. Owen moved into second with Rocco falling back to third in line. Ronnie Williams was up to fourth with DiMatteo holding down fifth. Williams got by Rocco to move into third on lap-23 with Owen looking high and low for a way around Molleur for the lead.

With 10 laps to go, Owen was still giving chase to Molleur for the race lead with Williams third, Rocco fourth, and Reen fifth. Christopher spun coming out of turn 4 to bring the caution out with 36 laps complete. Christopher was given a one lap penalty by NASCAR officials for drawing the yellow flag.

DiMatteo and Reen spun on the restart to bring the caution immediately back out. The next restart saw Molleur and Owen side by side for the lead with Rocco and Michael Gervais, jr. side by side for

third. Molleur got clear to the lead on lap-39 with Gervais and Owen side by side for second and Rocco in fourth. Gervais was able to get to the outside of Molleur as they came to the white flag. The two cars ran side by side for the final lap and they were still side by side coming to the checkered flag. Molleur beat Gervais to the line by inches to lock down his first career SK Modified® feature victory. Owen finished third with Rocco and Matt Vassar rounding out the top-5.

In the 30-lap Late Model feature event, Paul Arute took the lead at the green with Paul Varricchio, Jr. in second. Tom Fearn quickly sliced his way through traffic to move into third and he took second from Varricchio on lap-3. Al Saunders was up to fourth and Kevin Gambacorta was up to fifth after both drivers started at the bottom end of the top-10.

Gambacorta got around Arute to move into second with 5 laps to go and began to set his sights on Fearn in the race lead. Behind the two leaders, Al Saunders was applying heavy pressure to Arute for third with Arute able to fend off the challenge.

Gambacorta couldn't get close enough to Fearn to make a move as Fearn took down his first win of the 2019 season. Arute held off Al Saunders for third with Cliff Saunders rounding out the top-5.

In the 20-lap SK Light feature event, Todd Douillard took the early lead while cars were 3-wide behind him at the start with Bob Charland taking second, Norm Sears third and Nick Anglace fourth. Robert Bloxom, III got into the turn 3 wall and came to a stop to bring the caution out with 1 lap complete.

Charland took the lead on the restart with Hodgdon getting a great restart in the outside groove to pull alongside Anglace in a fight for second. Hodgdon got clear to second on lap-9 while Anglace was now third with Ferrigno and Pearl side by side for fourth.

Narducci continued his charge to the front as he got by Charland to move into second place on lap-14. With 5 laps to go the order was Hodgdon, Narducci, Charland, Ferrigno, and Pearl. Hodgdon led Narducci to the checkered flag to pick up his first win of the 2019 season. Charland came home third with Pearl and Ferrigno rounding out the top-5.

For more information contact the Stafford Motor Speedway track office at (860) 684-2783, or visit us on the web at www.staffordspeedway.com.